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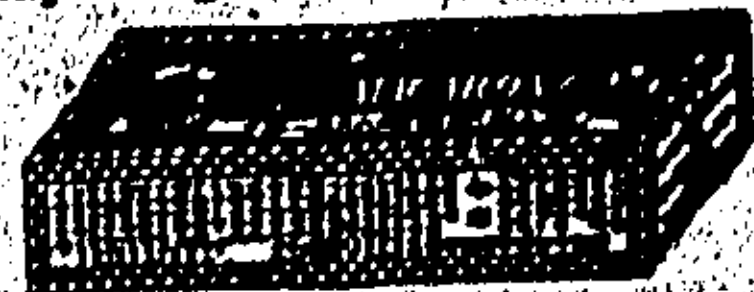
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NEW P. & O. VESSELS. THE "NARDERA" AND "NARKUNDA."

There were lying in Tilbury Dock at the beginning of last month two mail and passenger steamers, the *Nardera* and *Narkunda*, fresh from the hands of their builders which are believed to be the most luxurious and attractive vessels yet designed for the Indian and Australian trades. The *Nardera* was to be despatched for Australian ports via Bombay on April 10th and the *Narkunda* to Bombay via Egypt and Aden a fortnight later.

The *Nardera* was launched from the yard of Messrs. Caird & Co., Greenock (since amalgamated with the firm of Harland and Wolff, Ltd.), on December 27th, 1917. Although intended for completion as a passenger and mail steamer she was, owing to the exigencies of the war, temporarily fitted out as a cargo steamer and later converted for use first as an aeroplane carrier and then as an armed merchant cruiser; but has now been entirely re-conditioned for the service for which she was originally projected. She is of 15,900 gross tons, length 305 feet, breadth 67 feet 2 inches, moulded depth (main deck to keel) 47 feet 4 inches and is driven by two sets of quadruple expansion reciprocating engines developing 18,000 horse-power and a sea-speed of 18½ knots.

The first and second dining saloons are respectively at the forward and after ends of the midship portion of the main deck with elaborately equipped kitchens and culinary offices between. Both dining saloons extend through the width of the ship, and all possible space has been expended in planning their lighting and ventilation. On the main deck, aft, are second saloon cabins and bath rooms. The upper deck is entirely occupied by first and second class cabins liberally interspersed with bath rooms, and there are, besides on this deck, six bed-rooms-de-luxe with bath rooms, etc., on suite.

First-class bed-cabin for two persons fill the middle portion of the hurricane deck, on the after part of which are the second saloon smoking and music rooms, and, at the forward end, a double range of single or two-bed cabins. Cabin ports on this deck all open under the shelter of the promenade deck; and ships there is a continuous range of bath-rooms.

All cabins throughout the ship have lavatory basins with continuous water supply, wardrobes, and, in many cases, writing tables. Where the cabins are double-bunked, they are arranged on the tandem principle, so that every cabin, whether of the first or second class, has its own port-hole or port-holes opening to the outside air.

The promenade decks, both first and second classes, strike one as being wider and longer than are commonly seen, and that this is not merely an impression is proved by the structure of the upper part of the vessel which shows the promenade deck supported by the limits of the bulwarks, suggesting, constructively, what is known in architecture as an overhanging upper story. The small lateral extension above the brackets, multiplied longitudinally, makes an immense difference in space and has been secured without the slightest sacrifice of any essential structural quality.

All the public rooms of the *Nardera* are paneled in dull finished brown oak, with the exception of the first class dining saloon, the walls of which have been painted to imitate the exact appearance and slight variation in tone of old ivory. In pleasant contrast with these yellow-like walls are the movable chairs in natural coloured oak, with oval backs, pierced centre panels, the seats in green morocco leather, whose design recalls but excels the work of Heppelwhite.

Round the oval well which rises from the centre of the saloon is a richly painted deep frieze by Professor Gerald Moira, in gay and animated tints, where nymphs and dryads disport themselves in woodland surroundings under the bright lemon-coloured sky of an Eastern sunset. The treatment of this painting is broad and effective, and when it is illuminated by the scores of electric lights placed beneath it and hidden from below by a cornice moulding, the whole of the frieze is a blaze of gorgeous colouring.

Moreover, the music room, which surrounds the central well on the promenade deck, two decks above the dining saloon, also receives its main effect from Professor Moira's work which, indeed, dominates the decorative scheme of this part of the ship, the quiet and reticent treatment of walls and ceilings contributing a rich but subdued frame work to the picture.

The music saloon is divided from the divan by a light wooden bulkhead with plate glass doors. Generally, both apartments are designed and furnished in a style which combines elegance and comfort in a superlative degree. At the after end of the promenade deck is the first saloon smoking room, furniture of which is in the style of William III. and Mary.

Here are deep, comfy lounges and big arm-chairs upholstered in green morocco leather, the walls being paneled between fluted pilasters having carved capitals. At its after end, the first smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the divan, the smaller wing verandahs with appropriate furniture. Forward of the smoking saloon on this deck are twenty single-bed cabins with abundant bath-room accommodation. Above the smoking saloon, on the boat deck, is a second verandah cafe facing aft and overlooking the fine sheltered second-class promenade on the poop deck.

The second class dining and smoking saloons are beautifully paneled and mahogany chairs in the style of Queen Anne, with tall backs and centre splats, inscribed with the monogram of the Company, are part of the furnishing equipment.

A striking feature of the *Nardera* is the gymnasium, which is situated on the promenade deck between the divan and the smoking saloon. Here there inclined to exercise will find such novelties as an electrically-driven riding horse, a double cycle racing machine, hydraulic rowing machine, adjustable punch ball, pulley-weight exerciser, nautical steering wheel, and artificial resistance, wrist exercisers, dumbbells, foils, etc., together with a weighing machine and a height recorder.

One of the most fascinating apartments of the vessel is the chart-room, where none out those concerned with the navigation of the ship may penetrate. Here are up-to-date devices for the working of the vessel at sea. A tell-tale board from which current is turned on from a series of switches to the mast-head lights and the stern light (white) the port and star-board lights (red and green respectively) at the same time illuminates corresponding miniature lights on the switch-board; if by any mischance any one of the tell-tale lights should cease to gleam its tell-tale correspondent also becomes extinguished and an alarm bell is sounded in the chart-room. Above the telescope steering gear is a periscope prism which projects the compass card as a vertical face at the level of the helmsman's eyes, so that he may at the same time view the card, the compass, and the waters through which the vessel is advancing; chiefly, it obviates the need of stooping over the compass card which is balanced horizontally in the binnacle below. In another bridge-indicator miniature vertical pistons, red and green, actuated from the port and star-board engines themselves, reflect the action of the engines and ensure accord with the directions transmitted from the bridge. Telephonic communication is provided between the bridge and the various departments of the ship; the powerful instruments magnifying the human voice so that replies can be heard at a considerable distance.

Outside the chart-room the expanse of the bridge itself excites mild surprise but it is in keeping with the rest of the ship, whose abiding characteristics, from the cabins of the captain, officers and passengers to the quarters of the crew, is generous spacing. The *Nardera* sounds the knell of the old days when two or more junior officers shared a cabin of limited dimensions with a denial of personal privacy; on the chart-room level each officer has his own apartment; and the range of officers' cabins is completed by bath-rooms, etc. en suite. Turning the ship's eyes aft over the expanse of the boat deck one sees ranges of rooms, substantial and shapely lifeboats which challenge the statement from a naval pen-in a recent magazine article as to the character of this provision in liners.

Two handsome sets of reciprocating engines mainly fill the space in the engine-room. Here one may stand and trace the course of the condensed and purified water delivered at boiling point to the boiler, passing thence, as steam through its asbestos jacketed channel to the high-pressure cylinders, which it reaches with a force of 210 lbs. to the square inch, thence through the low pressure cylinders, which arrive with a mean force of 10½ lbs. to the square inch, thence to the condenser and, as fresh water re-purified and reheated, back to the boilers and so on, in endless circulation. As in every ship, there is a constant loss of fresh water in this process of circulation and to replace this the sea-water condenser is, as usual, a constant contributor. One turns from the enormity of the main engines to a minor area where, flanked by the thrust-blocks of the main shafts there is grouped auxiliary machinery which generates electric current for light and power or produces arctic temperatures for the preservation in transit of the successive consignments of perishable cargo which the *Nardera* will bring from "down under" to the insufficiently producing "mother country."

Forward of engine-room is a street of boilers served by fifty furnaces. At one end and a little aside from the amidship boiler is an uninteresting grating of wide interstices. The function which it serves is remarkable enough; through this grating all the ashes of the furnaces are passed into a chamber having for its floor a trap door opening to the deep sea beneath the ship; about this door play opposing forces, for the pressure of the outer sea keeps the door closed until there comes into action above it a jet of water driven at such pressure as to force the door downwards and open; into this jet fall from the grating the ashes of the furnaces and by it these are driven into the sea; and as the pressure of the jet is greater, no sea-water can make its way into the vessel through the open door. When the water jet is suspended, the rush of sea-water to the opening carries the door with it closes it and keeps it closed until the ash-ejecting jet be again brought into operation.

One indispensable device on the main engines, the link motion invented by Stephenson, the father of steam engines, has not been displaced by any superior contrivance to this day. From one of the side platforms of the starboard engine one may examine a compact automatic governor which instantly shuts off steam when, in a glancing sea, the propeller emerges from the water and which re-opens the steam-valve when the propeller is again immersed. This, applied also on the port side, prevents "missing" of the engines, thereby saving an incalculable amount of wear and tear, and prolonging their life to a very considerable extent.

Care of the health of the ship's company is, of course, in the hands of a qualified medical man whose dispensary adjoins his personal cabin. In suite are a pair of two-bed cabins where any serious case of illness may be tended; while, for infectious cases, three isolation houses are provided on the extremity of the poop—one each for male or female Europeans, the third for native seamen or firemen.

(Continued at foot of next column.)

THE COLONY'S FINANCES IN 1919. EXPENDITURE 3 MILLION DOLLARS MORE THAN ESTIMATE. DECREASE IN REVENUE.

The Financial Returns for the year 1919 are published in the current issue of the *Government Gazette*. They show a net decrease of revenue compared with the returns for the previous year amounting to \$2,140,973. The revenue for 1919 had been estimated at \$16,884,215 (in 1918 the actual revenue was \$18,565,243) and the actual revenue in 1919 was \$16,824,974. The decrease in revenue is shown to be under three heads only, viz. Licences and Internal revenue not otherwise specified; Miscellaneous receipts; and Land Sales. The decrease under the former heading, and for which reduced opium sales is probably almost entirely responsible, amounts to \$2,328,655. Miscellaneous receipts show a decline of \$22,104 and Land Sales (Prania on New Leases) show a decline of \$35,329, which is little more than half the decline that was expected when the Estimates were framed.

Under all other revenue headings increases are shown, aggregating \$22,815. These items comprise:—
Light Dues—\$74,545, an increase of \$21,723. (The Estimated had contemplated a decline of \$7,900).
Liquor Dues, Special Assessment—\$35,973, an increase of \$20,987. (Estimate reckoned on a decline of \$8,000).
Fees of Court, etc.—\$1,013,207, an increase of \$99,413.
Post Office—\$460,892, an increase of \$9,306.
Kowloon-Canton Railway—\$490,002, an increase of \$66,818.
Rent of Government Property—\$1,041,431, an increase of \$91,153.
Interest—\$112,768, an increase of \$13,498.
The actual revenue in 1919 amounted to \$16,824,974, which fell short of the Estimate by \$359,291.

EXPENDITURE.

The Expenditure for the year amounted to \$17,915,625, exceeding the Estimate by \$2,238,029, and exceeding the expenditure in 1918 by \$1,688,554. The increase or decrease, under the various headings, as compared with expenditure in 1918, are shown below:—

INCREASES.

Governor—\$77,198, increase \$3,890.
Colonial Secretary's Department and Legislature—\$68,197, increase \$7,508.
Secretary for Chinese Affairs—\$52,634, increase \$2,518.
Audit Department—\$35,625, increase \$2,748.
Harbour Master's Department—\$35,411, increase \$60,996.
Imports and Exports—\$309,627, increase \$63,382.
Royal Observatory—\$23,450, increase \$3,422.
Police and Prison Departments—\$1,006,820, increase \$192,668.
Medical Departments—\$264,654, increase \$26,987.
Sanitary Department—\$384,873, increase \$14,703.
Botanical and Forestry—\$51,457, increase \$1,001.
Education—\$257,808, increase \$14,387.
Military Expenditure—\$3,580,463, increase \$791,742.
Public Works Department—\$391,382, increase \$16,180.
Public Works Recurrent—\$322,509, increase \$109,834.
Public Works Extraordinary—\$2,235,002, increase \$658,553.
Kowloon-Canton Railway—\$437,592, increase \$80,310.
Charitable Services—\$38,638, increase \$24,014.

DECREASES.

Treasury—\$63,070, decrease \$1,071.
Miscellaneous Services—\$5,532,810, decrease \$43,780.
Judicial and Legal Departments—\$251,434, decrease \$147,380.
Post Office—\$138,224, decrease \$42,983.
Charge on account of Public Debt—\$749,649, decrease \$33,741.
Pensions—\$217,510, decrease \$10,391.
The actual revenue for 1919 was \$1,390,951 less than the actual expenditure.

The ship's cabins have an allure of their own; cool white enameled walls, berths, each (where more than one occur) with its own electric fan and reading lamp, promise the most agreeable conditions for repose. A steward's pantry on every deck, fully equipped for immediate service, is a great convenience and will make much for the early morning comfort of passengers en voyage. There are especially arranged rooms, known as the "Incubators," cabins, whose optional combination offers convenient facilities for family parties.

Communication between the successive tiers of first saloon accommodation on the main, upper, hurricane and promenade decks is rendered easy by two electrically-driven passenger lifts which, on the hurricane deck, give access to the spacious vestibule or reception hall and the purser's information bureau. The *Nardera* has accommodation in the first saloon for 423 passengers, and for 247 passengers in the second saloon, for all of whom the dining saloons provide simultaneous seating accommodation.

The *Narkunda* whose constructional history is similar to that of the *Nardera* was built at Messrs. Harland and Wolff's Belfast yard, and has also been brought into the condition originally planned. She is of approximately the same dimensions and general character as the *Nardera* and, like her, has three funnels and a stern of the cruiser type, these ships being the latest of P. & O. steamers to be so designed.

The character of these vessels is a matter of superlative interest for the prospective passenger. The P. & O. Company claim that it has been and is their policy to carry out a building programme which, from the passenger's point of view, shall be continuously progressive; and the *Nardera* and *Narkunda* are the first of a new series of six vessels which will, in some sense, reflect the increasing activities and wealth of the British communities of the Southern Hemisphere.

THE NAVAL DOCKYARD RECREATION CLUB. ECHOS OF TAI HANG.

On Friday evening the Rifle Section of Dockyard Recreation Club held their concert and presentation of prizes at the Seamen's Institute, under the patronage of Commodore V. G. Gurner, R.N., Commander Hodgson, R.N., Engr. Capt. Ferguson, R.N., Engr. Commanders Dawson and Samson, R.N., Mr. E. G. Kennett, R.C.N.C.

Mr. Kennett gave a brief resume of the season's working.

The results of the various competitions were as follows:—
Club Championship-Winner: Mr. Elson, Score 1,071.

Mr. Elson also receives a bar to his Donegal Badge Mr. McGuigan the next best score, not already having one, receiving the Badge.

Commodore Gurner's Cup-Winner, Mr. McGuigan.

Mr. Samson's Prize: Winner Mr. McGuigan.

The Commodore's Cup was competed for by scratch and handicap men, the best four scores out of six to count. Mr. Samson's prize was for handicap men only, to encourage the handicap men to improve their shooting. The undoubtedly took place, seeing that the first two men became scratch before the end of the season and the next five had only a few points left.

N. R. A. Silver Badge, Sergt. Lockhard, R.N.Y.P.

Officers' Challenge Cup: Winner, Mr. Elson.

Handicap Cup Competition:—
Winner of Cup, Mr. McGuigan.
2nd Prize Mr. Williams.
3rd Prize Mr. Wimble.

Mr. Athol Anderson's Cup: Winner, Mr. G. E. Longyear.

The opportunity was taken at this stage for the Commodore to present the D.R.C. Tennis Handicap Singles Cup to Mr. W. E. Crocker.

The CHAIRMAN remarked on the improvement shown by a number of the new members and hoped that this improvement would continue as no doubt during next season the D.R.C. would be called upon to defend their right to hold the Bellios Challenge Shield won during season 1918-19, saying that the Club would be without the valuable services of Mr. Elson, and drawing attention to the record made by Mr. Elson of 102 out of 105, this score being phenomenal when it is known that it was made at Tai Hang, as quite a number of our visitors would recognise.

The Commodore then presented the prizes won and made a short speech in which he said that he regretted leaving the Colony and commented on the loyal the Colony and Miss Gurner would always look back with pleasure on his tenure of office in Hongkong.

The musical programme was then resumed. The "bulls" were quite as numerous in this half of the programme, some were so pleased with seeing them registered that more were demanded. The M.C., Mr. Prickett, and Messrs. Crocker, Clay, Cawsey, Haggan and "bulls." Mr. Merrin, R.N., was in top form and scored so well that he brought down the house. The accompaniments were in the capable hands of Mrs. F. Clay and Mr. G. E. Longyear, and a most successful evening terminated at 11 p.m. with the National Anthem.

HARD-UP BROTHER IN TROUBLE.

STEALS SISTER-IN-LAW'S JEWELLERY.

A Chinese who had lived with his brother for some considerable time, finding the latter away at Canton, stole his wife's jewellery while she was absent from the house. A constable, stopped him in the street examining the box he was carrying, and discovered the contents. A confession was made, the man saying that he was hard-up and had been refused the money. When charged with the theft, the sister-in-law said she did not wish to press the charge. The man was given fourteen days' hard labour.

ALLEGED TRIAD SOCIETY LEADER ARRESTED.

MISFORTUNES DO NOT COME SINGLY.

A Chinese detective, who arrested a man for being in unlawful possession of two tumblers, searched him at the Police Station, and discovered papers relating to a secret Society, of which the man was the leader. He further found a \$100 note, which had been issued by the now defunct National Bank of China. Consequently a further charge will be preferred against the prisoner.

PENSIONS FOR WIDOWS.

The Pension Minute contained in the "Regulations of Hongkong 1914" is amended by the addition of the following clause after clause No. 15:—

15a.—It shall be lawful for the Governor in Council to award to the widow of an officer who has been killed in the discharge of his duty, or who dies as a direct result of injuries received while on duty or who dies of illness the amount of which was specifically attributable to the nature of his duties, a pension not exceeding ten-twentieths of the deceased officer's salary, or \$100 a year, whichever sum is greater.

2. Pensions granted under this clause shall cease on the re-marriage of the widow.

HONGKONG GYMKHANA CLUB EXTREMELY SUCCESSFUL THIRD MEETING.

NOTEWORTHY SUCCESSES OF THE
HON. MR. JOHN JOHNSTONE.

A DAY OF CLOSE FINISHES.

Patrons:—Sir R. E. Stubbs, K.C.M.G.,
H.E. Vice-Admiral Sir A. L. Duff,
K.C.B., H.E. Major-General F. Ven-
tris, C.B., and Commodore V. G.
Gurner, R.N.;

Committee:—The Stewards of the Hong-
kong Jockey Club (ex-officio). The
Hon. Mr. John Johnstone, Messrs. D.
M. Rose, C. H. Blason, D. E. Clark, H.
W. Dick, and L. N. Lee; Mr. H. B.
L. Dowling, Hon. Secretary; Lieut.
Colonel J. R. Wyndham, Judge; Mr.
D. E. Clark, Assistant Judge; Mr. D.
M. Rose, Handicapper; Messrs. H. W.
Dick and C. L. Sanders, in charge of
the Scale; Mr. P. M. Hodgson, 1st
Starter; Mr. H. C. B. Way, 2nd
Starter; Messrs. L. N. Lee and C.
H. Blason, Paddock; Mr. M. S.
Sassoon, Time-keeper.

The growing popularity of the monthly
meetings of the Hongkong Gymkhana
Club was proved on Saturday afternoon,
when every circumstance combined to
make the day's sport even more successful
than the two previous meetings of the
1930 season. Although the afternoon was un-
usually warm, the attendance was a large
one, and when H.E. Sir Reginald Stubbs
and Lady Stubbs arrived, the Grand
Stand and its vicinity was a scene of
animated colour. The Band of the Wil-
shires, which was in attendance, added
to the pleasure of the meeting during
the intervals of racing, finishing the day's
programme with a catchy one step likely
to become popular in Hongkong very
soon.

The going was very good, and there
was sufficient excitement about the racing
to please anyone. A great deal of money
changed hands. Incidentally, it was a
record for the first prize in the cash-sweep
for the first race to go well into four
figures. The last race saw the biggest
cash-sweep prize yet paid at a Gymkhana
meeting. Several unexpected ponies ran
into places, and big dividends were paid.
We wish we could say that the starting
was as capably performed as the handi-
capping. At least on two occasions the
ponies got away in a miserable procession.

The Hon. Mr. John Johnstone could not
repeat his success in the Gymkhana
Stakes with Slam, who was conceding two
pounds to Spotted Sand. On the next
occasion, the tables may again be turned,
for Slam will be carrying two pounds
less and Spotted Sand will carry the full
penalty. Mr. Johnstone had, however, the
satisfaction of riding three winners at
the meeting besides winning the polo
seamy. As a matter of fact, he won
everything he entered for except the
Gymkhana Stakes. Two of his victories
were snatched at the post. In the three
Gymkhana meetings, Mr. Johnstone has
won ten events.

THE SPORT.

It is fairly safe to say that the first
race would have ended differently if the
ponies had got away to a better start. The
Dahlia pony ran surprisingly well, con-
sidering that he lost quite forty yards at
the start. Seth was forced to hustle his
pony from the commencement of the race.
Salamander's win was a popular one, as
was evidenced when Mr. Stabb led
the pony in. One fancied that Doyle could
have finished another length in front of
the Dahlia if he had whipped his pony
in the last 100 yards. Salamander, it
may be stated, was the favourite for this race,
135 tickets being purchased on him to win
against 156 tickets on Slam. The start
in this race was somewhat delayed by the
strut of Mr. Seth's saddle bracing.
The win of Spotted Sand in the Gym-
khana Stakes was very popular, especially
among the Portuguese community. It
was strange that the pony was not more
heavily backed, for Spotted Sand had six
points to his credit in the race, and the
racing public could not have forgotten
the manner in which the pony got placed
in the Champions at the races. Only 130
tickets to win were bought on Spotted
Sand, whereas Slam had no less than 441
backers. Those who had faith in Spotted
Sand had their hopes justified, for Soares,
knowing well the mettle of his mount,
took an early lead, and was never caught.
At one stage of the race when Johnstone
cleverly manoeuvred himself into a posi-
tion on the rails just when getting into
the straight, it seemed as if Spotted Sand
would be taken, but that pony responded
very gamely to Soares' call and won in
fine style. The time taken by Spotted
Sand was a second worse than that in
which he won this race at the first meet-
ing in March, and 4.5 of a second worse
than Slam's winning time at the last meet-
ing. It is already fairly certain that
the coveted Gymkhana Cup for 1930 will
go to Mr. A. L. M. Soares.

Mr. John Johnstone delighted his
friends and supporters by winning the
third race in fine style, after being
left at the post and losing about
ten lengths. For the best part of the race
Brutus was leading, and it seemed as if
he would win, but it was here that Mr.
Johnstone showed his horsemanship. It
was only in the last 100 yards or there-
abouts that it seemed as if he was going
seriously to challenge Brutus. The run-
ning of Beggar King, who was favourite
for the event, was very disappointing.
No less than 199 tickets had been pur-
chased on him against 198 for Soares.
Seth rode Savernake into third
position from an unfavourable position in
the rear.

One of the closest finishes of the day
was witnessed in the Class "B" Handi-
cap, in which Blackbird Dahlia was made
a hot favourite, almost to the exclusion
of the other ponies in the race. In fact,
Sepand was next on the betting, 63
tickets having been purchased on him to
win against 219 for the Dahlia, and only
20 for Pawshop, who all but snatched a
sensational win. As a matter of fact, had
Pawshop's rider been a more experi-
enced man than Mr. de Sousa, the race
would have gone to that game little pony.
The rider forgot to give his mount
that last flick with his whip, in the last
three yards of the race, that would have
forced Pawshop to maintain the lead he
held from Blackbird Dahlia. Seth,
on the other hand, deserves every credit
for having made up all the way he had
lost and snatching the victory for Sir
Paul in the last few yards of the race.
The finish was such a close thing that
the Judge's decision had to be awaited
before one could be certain who had won
the race. Seth had a narrow escape from
a serious accident just after he had won.
For the second time during the day, his
strut rope broke. This time it occurred
soon after he had won. He was thrown
heavily under his pony and it was won-
derful that he was not trampled or other-
wise hurt. The Dahlia ran away to the
other side of the course and it was some-
time before he was retrieved.

The polo scurry gave the Hon. Mr. John
Johnstone an opportunity to prove that
he is the possessor of two splendid little
ponies. It seemed as if he bent down and
whispered to his pony, and Nipper turned
round and raced back to the winning
post while most of the other riders were
endeavouring to manoeuvre their ponies
round.

Mr. Johnstone won his second race with
Burning Daylight. When it was seen
that this pony could get off no better
than together with the bunch, at least
four lengths behind Pantile and Scotia
Dahlia, in a half mile race, it was not
expected that he would win, but Mr.
Johnstone got a good position when turn-
ing into the straight, and a magnificent
finish was witnessed between Pantile and
Burning Daylight. Pantile nearly pro-
vided the first upset of the day, for he
was beaten only by a neck. Burning
Daylight was not favourite for the race,
no less than 351 tickets having been pur-
chased on him to win. Next in popular
fancy were Moonshine and Sandmarin,
on each of whom 63 tickets were pur-
chased.

It was fitting that a successful evening's
sport should end as it did with a
memorable finish between Alexander,
Lighting and Sepand. The race was
exciting enough. When Rowdy Child
commenced to run away with Soares, it
appeared at one time as if he would never
be overtaken. Alexander was kept in
the rear till the bend, and then Johnstone
hustled matters. The running of Lighting
and Sepand surprised many people. They
were at the head of the bunch behind
Rowdy Child all through the race, and it
was expected that they would, in good
time, be displaced by Target and by
Attraction. But only Johnstone was
able to get out from the rack. The race
down the straight was exciting. Only
Mr. Johnstone could have snatched a
victory as he did, and he thoroughly
deserved all the applause he received.
Alexander, who had won his race at the
two previous Gymkhana was prime
favourite, no less than 338 tickets having
been purchased on him to win. Attrac-
tion was next on the betting.

THE RESULTS.

The results were as follows:—

FIVE FURLONGS RACE.
Mr. Stabb's Salamander, 155 lbs. (Mr. Doyle) 1
Sir Paul's Blackbird Dahlia, 155 lbs. (Mr. Seth) 2
Sir Ellis Kadoorie's Algerian Chief, 152 lbs. (Mr. Soares) 3
Mr. Soares' Rowdy Child, 158 lbs. (Mr. Soares) 0
Mr. Sains' St. Chad, 155 lbs. (Mr. Harriman) 0

The ponies got away in a procession,
with Algerian Chief three lengths in
front on the bunch. Rowdy Child second,
Salamander, third, and Blackbird Dahlia
left at the post, being quite ten lengths
behind the leader. Seth, seeing his ex-
tremity, hustled his mount right away,
and by the time the rack was reached,
was in the bunch. In the bend, Sala-
mander advanced into second place, and
turning into the straight, was abreast of
the Chief. The pace was too hot for the
Chief and the straight saw a good race
between Blackbird Dahlia and Sala-
mander, the latter winning comfortably
by a length. Algerian Chief was third,
two lengths behind the Dahlia.
Time: 1 min. 19.2-secs.

Parimutuel. Cash Sweep.
Winner: \$10.50 Ticket No. 132, \$1,512.40
1. 5.40 132, \$1,512.40
2. 5.30 21, 432.40
3. 5.30 245, 318.20
Unplaced ponies (\$10 each): No. 143
and 67.

GYMKHANA STAKES.
Mr. Soares' Spotted Sand, 154 lbs. (Soares) 1
Hon. Mr. Johnstone's Slam, 156 lbs. (Owner) 2
Mr. Soares' Siamese Cat, 151 lbs. (Mr. Doyle) 3
Mr. Bell Irving's What is it, 151 lbs. (Owner) 0

A fine race. When the ponies passed
the judge's box for the first time, Spotted
Sand was leading from What is it, with
Slam at the latter's heels, and Siamese
Cat going easily in the rear. Spotted
Sand increased his lead when going past
the football stand, and near the half-
mile post was a good six lengths in front
of the bunch. At this stage What is it
and Slam began to make the pace, and
by the time the rack was reached, What
is it was only two lengths behind Spotted
Sand, with Slam running splendidly a
length behind. In the bend, What is it,
having shot his bolt, retired to the rear.

Johnstone, seeing an opportunity, seized
a good position on the rails. Coming
into the straight, Slam was almost abreast
of Spotted Sand, and the onlookers began
to hope for an exciting finish. Their
expectations were not realised, however,
for Soares whipped his mount from the
top of the straight. His pony answered
the call, and finished strongly five lengths
in front of Johnstone's pony. Slam
finished three lengths in front of Siamese
Cat, who had been hustled from the bend.
Time: 2 mins. 7.1-secs.

Parimutuel. Cash Sweep.
Winner: \$24.30 Ticket No. 548, \$1,883.00
1. 5.80 548, \$1,883.00
2. 5.30 31, 538.00
3. 5.30 588, 269.00

Unplaced pony (\$10 each): No. 312.
CLASS A. HANDICAP.—Once Round.

Mr. Johnstone's Season Ticket, 155 lbs. (Owner) 1
Mr. Bell Irving's Brutus, 149 lbs. (Owner) 2
Mr. Moonraker's Savernake, 152 lbs. (Mr. Seth) 3
Mr. Gunner's Shooting, 160 lbs. (Mr. Brun) 0
Mr. Des Vaux's Beggar King, 158 lbs. (Mr. Soares) 0
Mr. Doyle's Wilkins Micawber, 151 lbs. (Owner) 0

Another poor start. Shooting took an
early lead, and at the football stand was
a length in front of Beggar King.
Wilkins Micawber was third, Brutus
fourth and Savernake fifth. Johnstone,
on Season Ticket, had got off worst of
the bunch, and for the first half mile
seemed content to remain in the rear.
Shortly after the rack was passed, Shoot-
ing was displaced by Brutus, while Sea-
son Ticket began to forge ahead. In the
bend, the field bunched up, but Brutus
remained in front, and showed the way
into the straight. By this time Season
Ticket was running second. It seemed as
if Brutus would win comfortably, but the
unexpected happened. Brutus swerved
outward from the rails and lost some of
his lead, and, in the last 100 yards, John-
stone brought out his pony and won by
half a length. Savernake was a poor
third, two lengths behind Brutus.
Time: 1 min. 59-secs.

Parimutuel. Cash Sweep.
Winner: \$16.00 Ticket No. 456, \$1,889.00
1. 9.60 456, \$1,889.00
2. 10.40 164, 534.00
3. 10.50 104, 267.00
Unplaced ponies (\$10 each): Nos. 466,
76 and 486.

CLASS B. HANDICAP.—Once Round.

Sir Paul's Blackbird Dahlia, 159 lbs. (Mr. Seth) 1
Mr. de Sousa's Pawshop, 150 lbs. (Mr. Soares) 2
Mr. Soares' Pussyfoot, 147 lbs. (Mr. Soares) 3
Mr. Nemaze's Sepand, 150 lbs. (Mr. Nemaze) 0
Mr. Bell Irving's Ringwood, 153 lbs. (Owner) 0
Messrs. Thomas and Rosa's Gordie Mac, 152 lbs. (Mr. Doyle) 0
Mr. Dalrem's Sinza, 138 lbs. (Mr. Remedios) 0

A streaky start. Pawshop got away
best, with Pussyfoot at his heels, and
Sepand lying third. Soon after the foot-
ball stand was passed, Pussyfoot took
first place, and passing the rack the order
was Pussyfoot, Pawshop, Sepand, Sinza,
Ringwood, Blackbird Dahlia. In the
bend, the field closed in, and the Dahlia
came up. Pussyfoot and Pawshop ran
together into the straight, and it seemed
as if all the race was between this pair.
Seth, however, brought his mount up in
grand style during the last 200 yards, and
overhauled Pussyfoot. Pawshop appeared
to be winning comfortably when Black-
bird Dahlia was hustled and, at the last
moment, finished a short head in front of
Sousa's mount. The finish was an ex-
tremely close one. Gordie Mac, third,
was only a length behind Pawshop.
Time: 1 min. 33.1-secs.

Parimutuel. Cash Sweep.
Winner: \$12.00 Ticket No. 568, \$2,019.50
1. 6.40 568, \$2,019.50
2. 15.80 801, 577.00
3. 11.50 538, 238.00
Unplaced ponies (\$10 each): Nos. 236,
50, 97 and 515.

POLO PONY SCURRY.

Mr. John Johnstone's Nipper, 156 lbs. (Owner) 1
Mr. John Johnstone's After Dark, 156 lbs. (Mr. Irving) 2
Major Timmis' Talisman, 156 lbs. (Owner) 3
Mr. Seth's Cannon, 158 lbs. (Owner) 0
Mr. Grimstone's White Fang, 156 lbs. (Owner) 0
Mr. Nemaze's Tejan, 156 lbs. (Owner) 0
Capt. Beaver's Wintelight, 159 lbs. (Owner) 0
Lt. Bergeant's Surprise, 155 lbs. (Owner) 0
Lt. Doddington's Murphy, 170 lbs. (Owner) 0
Lt. Samut's Topic, 170 lbs. (Owner) 0

A short and interesting race. Mr.
Johnstone showed perfect control over
Nipper and won by three lengths. Talis-
man was two lengths behind After Dark.
Parimutuel. Cash Sweep.
Winner: \$8.50 Ticket No. 134, \$1,993.00
1. 5.60 134, \$1,993.00
2. 11.90 412, 571.00
3. 6.80 163, 285.00
Unplaced ponies (\$10 each): Nos. 279,
583, 50, 390, 245, 428 and 509.

HAIR RIZ RACE.
Mr. Johnstone's Burning Daylight (Owner) 1
Mr. Towers' Pantile, 153 lbs. (Mr. Doyle) 2
Mr. Des Vaux's Scotia Dahlia, 155 lbs. (Mr. Brun) 3
Mr. Lee's Sandmarin, 155 lbs. (Mr. Timmis) 0
Mr. de Sousa's Pawshop, 154 lbs. (Mr. Soares) 0
Mr. Blank's King Alfred, 158 lbs. (Mr. Harriman) 0
Mr. Dowling's Moonshine, 158 lbs. (Mr. Soares) 0
Mr. Bell Irving's Was Moons, 153 lbs. (Owner) 0

A fair start. Scotia Dahlia and Pan-
tile were fortunate in getting away best,
and when they led the way into the
straight, it was realized that it would
only be something very good that would
catch the leaders. The finish was very
exciting. Burning Daylight was brought
out by Johnstone. Pantile was leading
and Doyle made the most strenuous efforts
to keep his mount in front. Johnstone,
however, got his pony in front of the other
and won by a neck. Scotia Dahlia was
a poor third, two lengths behind.

Parimutuel. Cash Sweep.
Winner: \$8.40 Ticket No. 80, \$2,170.00
1. 7.10 80, \$2,170.00
2. 14.50 14, 620.00
3. 37.80 348, 310.00
Unplaced ponies (\$10 each): Nos. 53,
278, 245, 35 and 94.

HANDICAP.—11 miles.
Mr. John Johnstone's Alexander, 155 lbs. (Owner) 1
Mr. Gunner's Lighting, 155 lbs. (Mr. Brun) 2
Mr. Nemaze's Sepand, 150 lbs. (Mr. Nemaze) 3
Mr. Bell Irving's Attraction, 159 lbs. (Owner) 0
Mr. Doyle's Wilkins Micawber, 150 lbs. (Owner) 0
Mr. Thomas Target, 148 lbs. (Major Timmis) 0
Mr. Moonraker's Savernake, 151 lbs. (Mr. Seth) 0
Mr. Soares' Rowdy Child, 148 lbs. (Mr. Soares) 0
Mr. Dalrem's Sinza, 147 lbs. (Mr. Soares) 0

A fair start. When the ponies passed
the judge's box for the first time Rowdy
Child was leading by three lengths from
Sepand, with Lighting at the latter's
heels, Alexander and Attraction together
in fourth place, and the others in the
rear. Soares now commenced to increase
his lead presumably with the idea that
he could never be caught. Indeed at one
time it seemed as if this would happen.
At the five furlong post he was leading
by a good twenty lengths and Sepand
commenced to chase him. Going up the
incline Rowdy Child lost some of his lead
but it was not till the bend that he was
caught by Sepand. Johnstone, mean-
while, had been carefully nursing Alex-
ander, who took third place in the bend.
Coming into the straight Sepand came
out again, as also did Lighting. These
two ponies and Alexander had a great
race down the straight. First it seemed
as if one would win and then another.
Finally, much to the delight of his friends,
Johnstone managed to get his mount in
front just as the judge's box was reached,
and he was given the decision from
Lighting by a short head. Sepand was
only a neck behind Lighting. Rowdy
Child had long since shot his bolt and
finished dead beat.
Time: 2 mins. 40-secs.

Parimutuel. Cash Sweep.
Winner: \$9.70 Ticket No. 541, \$2,478.00
1. 7.70 541, \$2,478.00
2. 17.80 226, 708.00
3. 31.40 732, 354.00
Unplaced ponies (\$10 each): Nos. 255,
794, 113, 690, 788 and 319.

SPORT.

TENNIS LEAGUE.

CLUB DE RECREIO DEFEAT U.S.R.C.

Playing on the Home ground, Club de
Recreio defeated the United Services
Recreation Club after a strenuous match
by a margin of 3 games, by 51 to 48, as
follows:—
V. Ivanovich and J. Lopes beat F. Red-
mond and Col. Smith, 7-4; beat Capt.
Murray and Sutherland, 10-1; lost to
Major Greenaway and Major Ardoino, 4-7.
C. Marques and M. Pinna lost to F.
Redmond and Col. Smith, 5-6; beat Capt.
Murray and Sutherland, 11-0; lost to
Major Greenaway and Major Ardoino, 2-6.
E. Souza and H. Remedios lost to F.
Redmond and Lt. Col. Smith, 4-7; beat
Capt. Murray and Sutherland, 6-5; lost
to Major Greenaway and Major Ardoino,
2-6.

WEDDING IN HONGKONG.

GEE—TEDEN.

At St. John's Cathedral on Saturday
morning, Mr. A. D. Geo, manager of the
Steam Laundry Co., Hongkong, was
married to Miss Helen Gladys Teden, of
Rimford, Essex, who arrived in the
Colon by the s.s. *Kashima Maru*.
Only a few intimate friends of Mr. Geo
were present at the Church. The bride,
who was given away by Mr. V. E. Douglas,
wore a pretty white lace dress and a hat
trimmed with pale blue chiffon. She
carried a handsome silver bouquet. Miss
Hamilton, the bridesmaid, wore a dress of
blue chiffon and a white hat trimmed with
blue velvet. She carried a bouquet of
white flowers. Mrs. Taggart very kindly
presented the two bouquets. Mr. G. G.
Wood acted as bestman. The ceremony
was performed by the Rev. V. H. Copley
Moyle.
After the marriage service, the party
repaired to the Hongkong Hotel, where a
reception was held. Mr. J. H. Taggart,
proposing the toast of the newly married
couple, said he had known the bridegroom
for many years, and knew him to be a
connoisseur of art. His reputation in
that direction would be added to, now that
he had married such a pretty and charming
bride. On behalf of those present,
Mr. Taggart wished Mr. and Mrs. Geo a
long life of wedded happiness.
Mr. Geo, in the course of a witty reply,
said that it was only when a man married
that he began to feel that he was of some
concern in life, that he was not one of
the "flannings," but was entitled to a place
among the decorations in the great struc-
ture. He thanked his friends for their
presence; he did not know how many
friends he had until he sat about getting
married.

(Other Local News will be found on
page 6.)

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

EVERYTHING FOR THE HOUSE

OF

BRITISH AND AMERICAN MANUFACTURE.

JUST TO HAND

THE ORIGINAL

AUTO-VACUUM FREEZER

(AMERICAN MANUFACTURE)

WHICH IS ABSOLUTELY SANITARY AND HYGIENIC.

1. THERE IS NO CRANK TO TURN.
2. THERE ARE NO PADDLES TO CLEAN.
3. THERE IS NO DANGER OF SPOILING YOUR CREAM WITH SALT.
4. IT CANNOT GET OF ORDER.
5. ALL THE OLD AND TIRESOME METHODS ELIMINATED.

STOCKED IN TWO SIZES.

Prices \$6.00 and \$7.50 each.

WITH EACH FREEZER, A BOOKLET OF RECIPES

IS INCLUDED

SHEWING HOW TO MAKE

WATER ICES, FRAPPE, SHERBETS,
FROZEN FRUITS, ICE CREAMS.

LANE, CRAWFORD & CO.

OLSINA WATER PAINT

WASHABLE DISTEMPER

MADE BY

MANDER BROS.

WOLVERHAMPTON.

LARGE STOCKS JUST ARRIVED.

COLOUR BOOKS AND PRICES ON APPLICATION.

Sole Agents:

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS

A2360 PIZZICATO POLKA XYLOPHONE SOLO HOWARD KOPP
PATRIOTIC MARCH & BELLS " "
A2260 MAUDIE MAZURKA BELL SOLO " "
MIDSUMMER BELLS " " "A
A2118 CLAUDIA " " " "
CLOVER LAND XYLOPHONE SOLO " "
C3631 CORNGRATO VIOLIN SOLO ORQUESTA DE SALON
CANTA PE ME " " " "

The Anderson Music Co., Ltd.,
16, Des Vaux Road. Tel. 1322.
117

Powell Ltd
TELEPHONE 346

"PHENIX" SOCKS

IN WITH
LISLE OR
SILK WITHOUT
CASHMERE CLOCS



"PHENIX" STANDS FOR ALL THAT IS BEST
IN GENTLEMEN'S HOSIERY.

LISLE 75 cts. Per Pair \$ 8.50 Dozen
SILK \$1.50 " " 18.00 " "
CASHMERE \$1.00 " " 11.00 " "
THE ABOVE HAVE RE-INFORCED
TOES, HEELS, AND FEET.
ALL SIZES ALL COLOURS.

NEW ADVERTISEMENTS

NOTICE.

THE Management of the *Hongkong Daily Press* desires to inform the public that its tariff for advertisements received on and after this date will be increased by 30 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent. during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent.—and at the same time to curtail the size and number of pages. Unless, however, the situation should become worse, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of *The Hongkong Daily Press* unchanged.

Hongkong, May 17th, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the new columns of *The Hongkong Daily Press*, will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17th, 1920.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

DURING the temporary absence of Mr. J. H. WALLACE from the Colony, Mr. P. A. COX is appointed Acting General Agent for Hongkong, China, Philippines, Straits Settlements, Java and India, effective 17th May, 1920.

WM. T. PAYNE,
Manager for China and Japan.
Hongkong, May 17th, 1920.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NELORE"
Arrived Hongkong on May 16th, 1920,
FROM ANTWERP, LONDON, MARSEILLE,
LES, PORT SAID, BOMBAY,
COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Free Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, May 16th, 1920.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"GHARINDA"
Arrived Hongkong on May 16th, 1920,
FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Free Insurance will be effected by us in any case whatever.

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No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, May 16th, 1920.

ST. JOHN'S CATHEDRAL

ORGAN RECITAL
MONDAY,
May 17th,
at 6 p.m.

INTIMATIONS

HONGKONG CRICKET CLUB TENNIS TOURNAMENT.

FINAL of Championship Singles.

Final of Championship Doubles
Challenge Round of Championship Singles.
RESERVED SEATS to witness these matches may now be booked with Messrs. MOUTRIE & CO. Price \$1 each.

There will be a limited amount of Standing Room, entrance fee to which will be 50 cents each.

Dates of above matches subject to weather conditions, 18th, 20th and 25th May.
Hongkong, May 14th, 1920.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 21st, 1920, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 31st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 21st, 1920, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 31st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 21st, 1920, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Accounts to 31st December, 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 31st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY GENERAL MEETING will be held at the Company Office, St. George's Buildings, on SATURDAY, May 22nd, 1920, at 11.30 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st February, 1920, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 22nd May, 1920, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, May 4th, 1920.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the offices of the undersigned on TUESDAY, May 25th, 1920, at 11.30 A.M.

The TRANSFER BOOKS and REGISTER of MEMBERS of the Company will be CLOSED from the 11th May to the 24th May, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, May 3rd, 1920.

ON SALE.

DIRECTORY & CHRONICLE

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES

For 1920
62th ANNUAL EDITION
containing
1,600 PAGES 14 MAPS

THE
Directory of the Far East

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1919.

THE BOARD having declared an INTERIM DIVIDEND of Two Shillings per Share free of Income Tax, for the year ending 30th June, 1920, holders of Bearer Shares, and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 13 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE RUSSO-ASIAN BANK.
THE BANQUE DES MARCHANDS ÉTRANGERS.
The Payments will be made in either Dollars or Taels as the holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGERS,
THE KAILAN MINING ADMINISTRATION.
Hongkong, May 14th, 1920.

G. R.

SALE BY TENDER OF H.M. TUGS
"ST. SAMPSON" AND
"POET LANGLAND."

TENDERS are invited for the purchase of the above named Vessels with Engines and Boilers and various auxiliary machinery.

Full particulars of these Vessels and Conditions of Sale may be obtained on application to the undersigned.

Permits to view these Vessels and forms of tender on application only to the undersigned.

A deposit of \$1,000 is required before forms of tender can be issued for either of these Vessels.

The Vessels will be on view at Hongkong from the 17th March to the 15th May, inclusive, between the hours of 10 A.M. and 4 P.M., and tenders must reach the Commodore's Office, Hongkong, not later than 12 Noon, on MONDAY, the 17th May.

PARTICULARS OF TUG ST. SAMPSON.
Length between perpendiculars 125' 0"
Breadth extreme 30' 9"
Depth (under side of 6" Bar Keel) 16' 7 1/2"
Tonnage according to British Rules, Gross 451.01 Tons
Nominal Displacement 550
At mean draft 13' 10"
Present mean draft 10' 8"

Where Hongkong.
When September 1919.
By whom H.K. & W. Whampoa Dock Co.

Materials of Construction:—
Wood Fittings in Cabins, &c.
Iron General Fittings on deck, &c.
Steel Hull, Bulkheads, &c.
Decks Forecastle, Upper & Lower.

A single screw steel steamer of L.R.P. 1,200 fitted with internal electric lighting at 100 Volts.

PARTICULARS OF TUG PORT LANGLAND.
Length between perpendiculars 105' 0"
Breadth extreme 25' 1 1/2"
Depth in hold (Bar Keel to Upper Deck) 18' 6 1/2"
Nominal Displacement 450 Tons
At mean draft 11' 3"
Present mean draft 10' 3"

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The Daily Press.

HONGKONG, MAY 17th, 1920.

THE ECONOMIC DEPRESSION IN JAPAN.

The economic depression which has overtaken Japan has long been expected. The stock exchanges have been forced to suspend business, the speculative fever has received a remorseless check, and there are wild appeals to the Government for assistance. It may be asked how it is that, if the depression was so long expected, no steps were taken to meet it before it came. The answer is that there were many warnings that the pace was too fast, but the interdependence of all the speculators is so great that not one of them could stop his operations without bringing the whole fabric of credit to the ground. Each of them was supporting the other, and it was the dread of any one of them falling out which compelled them to go on. The immediate cause of the debacle was the growing cautiousness of the banks, rendered cautious by the growing decline in the demand for Japan's exports, the fall in the rate of exchange on New York and the dread that the values on which advances had been made would not be sustained. With the drying up of credit, speculative operations receive a check. Prices had been forced up to ridiculous heights, such as practically made it impossible for Japanese goods to be exported abroad. For the last six months Japan's export trade has been practically confined to speculative purchases and re-sales, in fact to gambling. This, of course, could not go on forever. The innocent South Sea Islanders, who made a living by taking in each other's washing, had not a more precarious existence than the speculators who were engaged in buying and selling goods which in many cases had no real existence. With the withdrawal of support by the banks prices began to fall. Prices on the stock exchanges went down with a run; a panic ensued; stocks were thrown on the market in reckless haste; reputed wealth

was dissipated in a moment, and such was the excitement that the directors of the exchanges, to save the brokers from complete ruin, had to close the exchanges. Since then, up to the time that the last mail left, the exchanges have been opened only once, and then with such disastrous results that they had to be quickly closed again. The result is that the stock market is in a state of suspended animation. It is calculated that in order to enable the brokers to meet their commitments a sum of 20,000,000 yen is necessary. This amount it was hoped that the banks would advance on the persuasion of the Government. The latest news is that some sort of a settlement has been made, but the fatal day has only been postponed and the exchanges still remain closed. Other and more legitimate markets have suffered equally. The cotton yarn market suffered most and deservedly, for in no article has there been worse profiteering. Lovels were reached which made it possible to import cotton yarn at a profit, a thing impossible for a good many years past. In order to check the profiteering the Government placed an embargo on the export of cotton yarn except on contracts concluded before the coming into operation of the embargo, but such were the large contracts that the effect of the embargo had not been felt before the crash came. In fact it is doubtful whether the embargo would have had any effect in the direction desired, which was, of course, to bring down prices for the ring which held the cotton yarn market in its hand would have done its utmost to sustain prices, that is as long as the banks gave credit. It may, of course, have been the approach of the time when the force of the embargo would be felt which broke up the ring; but, on the other hand, it is equally probable that it was the inertness of the market caused by high prices which brought about the fall. The fall was so thorough that the Government itself was alarmed, and the embargo was hastily removed in part, practically altogether, for the restrictions remaining will hardly be enforced. But the market has not responded to the appeal. The result of the fall is that the market is once more available for export and there were tremendous purchases of piece goods for the foreign markets. This has done something to steady the market, but the speculators have lost heavily, and much more will have to be lost if the large stocks on hand are to be disposed of on terms profitable for export. In all other directions there has been a reaction from the artificial prosperity in which Japan has been living for the last six months, if not more. Retail prices have not yet fallen appreciably, but this is because holders of stocks bought at a high price do not wish to part with them at a loss. In the wholesale markets decreases in prices are recorded in all directions. The number of bankruptcies has so far not been great, principally because the Government is doing all it can to uphold credit, even to the limit of maintaining prices which press very heavily on the nation. A period of unemployment is beginning, however. There has been an exodus from the towns to the country, where labour is badly wanted, these being, of course, the farm labourers who were attracted to the towns during the war boom by the high wages offered. With the reduction in the number of workers of the larger factories and the shutting up of many of the smaller ones, the men are forced to seek other employment. The throwing out of employment of the workers is bound to continue and there will undoubtedly be considerable unrest before a complete adjustment is made. The Government is keeping a very careful watch on the unemployment statistics and appears uneasy as to the future, more especially, probably, in view of the spread of democratic views among the workers. The producers have had a good run for their money. In no country, perhaps, have their operations been less interfered with or, we might almost say, their interests more carefully looked after. Japan is a country largely run by the capitalists, whose operations seem to be almost regarded with veneration by the authorities. No doubt the object is to assist in all possible ways in making Japan a rich and powerful country, but the enrichment of a country to the benefit of the few at the expense of the many does not seem to tend towards permanence or content. A large part of the discontent among the Japanese workers may be traced to the support given the capitalists in their exploitation of the workers, and the worst of it is that now that the crash has come, the workers will suffer most. In all countries an economic depression may be expected. The peoples are settling down to meet the stern facts that a large part of the real wealth of

the world has been dissipated, that their obligations to the State have greatly increased and that the times are generally harder. Economy has become a necessity and the number of things that people can do without will increase. This means unemployment and hard times generally, for it has to be remembered that the production of luxuries means a superfluity of production over immediate needs in those articles which are necessary for life. Such a state of affairs will not be certain for some time, and meanwhile a certain amount of economic depression must be expected.

One case (one death) of plague and one case of enteric were reported in the Colony on Friday.

General Sir John Ramsay, who served in China in 1900 and was present at the relief of Peking and the actions at Putung and Yangtsun, died recently at Home.

The Statement of the Assets and Liabilities of the Colony of Hongkong on December 31st, 1919, shows a balance of assets over liabilities amounting to \$4,290,187.

The Hon. Mr. J. H. Kemp, K.C., C.B.E., has been appointed a Director of the Widows' and Orphans' Pensions during the absence on leave of Mr. S. B. C. Boss.

Mr. J. W. L. Oliver, C.B.E., who was Naval Store Officer in the Hongkong Dockyard from 1901 to 1904, has been appointed Director of Naval Stores by the Admiralty.

Cases of daring robberies in the streets of Canton are reported to have become more frequent despite the fact that "Canton has more policemen than any other city in the Orient."

The water in the upper part of the West River has risen about five feet owing to recent heavy rains. In the Shuihung district damage has already been caused to rice crops by inundations.

The Kwantung Tram Company have decided to lend the Canton Municipality \$400,000 for the purpose of providing more main streets and the compensation of property owners in connection therewith.

H.E. the Governor has appointed Mr. Theodore Mackintosh, Registrar of the Hongkong University, to be the Secretary to the Commission appointed to enquire into the position and working of the University of Hongkong.

Colated statistics published regarding the Chinese section of the Canton-Kowloon railway shows that from January 1st to February 28th, 1920, shows a decrease of \$93 in the revenue as compared with the returns for the same period last year, notwithstanding an increase of 717 in the number of miles run in the period.

The Canton authorities seem to be creating a lot of antagonism by their taxation proposals. The poultry dealers have been on strike against new taxation since February. Now the makers of fire-crackers are threatening a strike, which will involve the unemployment of thousands of persons. Similar trouble is threatening in tea-house circles if certain proposed license fees are imposed.

The Rev. N. J. Couvreur, who has just retired from the position of Procureur de la Société des Missions Étrangères, Singapore, where he has long been a well-known figure, left for Home on the *André Lebon*. He hopes to pay a visit again and his many friends have quite declined to say more than "au revoir." But his departure marks the close of his official connection with Malaya.

His Excellency the Governor-in-Council directs that the Standard Oil Company of New York may use in the Colony for a period of six months from the 13th May, 1920, an invention relating to a method of selecting grades of lubricants for internal combustion engines and apparatus for use in connection therewith without prejudice to the Letters Patent to be granted for the said invention.

The following is the programme of the organ recital to be given in St. John's Cathedral this evening at 8 p.m. by Mr. Norman Fuller, F.R.C.O., L.R.A.M.:—
(1) Prelude Rheinberger.
(2) Pavane B. Johnson.
(3) Elegiac Romance J. Ireland.
(4) Meditation E. d'Ervy.
HYMN 477.
(5) Sketch Tchaikowsky.
(6) Toccata Widor.

Mr. F. A. Perry, who has been recently acting as manager in Hongkong of the British-American Tobacco Company (China) Ltd., has been appointed to take charge of the Company's Southern division, with headquarters at Nanking, and left with Mrs. Perry by the steamer *Professor* for Shanghai en route to Nanking to take up his new post. Mr. Perry, who has spent about twelve years in Hongkong and the neighbouring Coast Ports, is well and favourably known, and will have the congratulations of a wide circle of friends on his promotion. His successor in Hongkong is Mr. E. O. Drake, who recently came down from Tientsin.

CIVIL SERVANTS' SALARIES.

THE COLONIAL SECRETARIAT'S INCREASE.

The following new rates for the Colonial Secretariat are issued:
Chief Clerk, 2800 to 2800; by 200 annually.
First Clerk, 2400 to 2400; by 120 annually.

IRELAND ABLAZE: SUDDEN OUTBURST OF INCENDIARISM: MAIL TRAIN HELD UP: MAIL VAN LOOTED.

ANGLO-JAPANESE ALLIANCE: VIEWS OF AUSTRALIAN GOVERNMENT AND UNITED STATES INDIAN STEAMER FLOUNDERS: FEARED MANY LIVES LOST.

LATEST CABLES.
[THROUGH BUTLER'S AGENCY.]

UNREST IN IRELAND. FRESH OUTBREAK OF LAWLESSNESS.

LONDON, May 13th.
A series of daring outrages were reported last night from all parts of Ireland indicating careful and methodical organisation.

It is suggested that Mr. Bonar Law's statement in the House of Commons on May 12th with reference to Sir Neville Macready's steps in Ireland was the signal for an outbreak of lawlessness which took the form of burning and blowing up police barracks including Carrickbeg and Commons Road, Cork, and raids on Customs Excise and Income Tax offices and destruction of documents including those in Downpatrick, Bantry and Londonderry.

In Downpatrick, Canon Wilkinson, the minor Canon of Down Cathedral, was shot in the thigh.

In a disturbance between Orangemen and Nationalists at Strabane an ex-soldier was wounded and is dying. The barracks at Bessborough were also burned down. Telegraphs and telephones in the neighbourhood have been cut, disturbing communication in the Dublin province.

ANOTHER SERIES OF OUTRAGES.

LONDON, May 13th.
A Dublin Castle bulletin states that 50 Irish police barracks were destroyed on the night of May 12th. Over 20 income-tax offices were attacked, and the books and documents seized. Several court houses were also attacked.

FURTHER CONCESSION BY THE GOVERNMENT.

LONDON, May 13th.
In the House of Commons, replying to Capt. Wedgwood Benn, Mr. Bonar Law said that no death had occurred among persons imprisoned by the Government without charge or trial. The Government had decided to have the circumstances of such arrests examined by an independent judicial body.

DESPATCH OF MILITARY FORCES.

LONDON, May 14th.
Within a few hours of Sir Hamar Greenwood's interview, there was a frenzied outburst of organised crime, numbering over a hundred, throughout Ireland, including the instances mentioned earlier.

Lord Birkenhead, speaking in London last night, declared that wholly exceptional steps were being taken at this moment to send reinforcements for the Irish Constabulary.

It is understood in this connection that large military forces are being despatched.

GUARDS FOR POLICEMEN.

LATER.
Lord Birkenhead apparently indicated that there will be a military guard for every policeman in Ireland.

INCOME TAX DOCUMENTS BURNED.

LONDON, May 13th.
The Income Tax Office housed in the Scottish Provident Building at Belfast was raided by masked men last night. Two clerks who were working overtime were over-powered and bound, and then the raiders emptied the shelves and desks and piled the Income Tax documents on the floor where they were saturated with petrol and set on fire. Then the raiders departed. No arrests have been made. Three more police barracks in County Dublin were burned last night.

MAIL TRAIN HELD UP.

LONDON, May 14th.
Armed and masked men held up a mail train from Cork. They seized Constabulary letters.

The Limerick Corporation Committee has decided not to defend the claims lodged for malicious inquiry, and to notify the rate-payers to take steps to protect their windows and other property as the Corporation hereafter would not pay. Deceits have been levied according to law.

WHOLESALE INCENDIARISM.

LONDON, May 14th.
The bulletin of outrages committed in Ireland yesterday as supplied to Dublin Castle shows that eighteen further police barracks and five Income Tax offices were destroyed. The Maynooth Town Hall was destroyed by fire to-day, explosives being used.

RAID ON MAIL VAN.

LONDON, May 13th.
The Customs office at Bantry were burned down this morning. Armed and masked men held up two mail vans in the Thurles district and searched the mails and seized documents.

EARLIER CABLES.

A BRAVE HOUSEMAID.

LONDON, May 13th.
Sian Feiners' entry into a residence at Clifdach, Mayo, was resisted by an armed housemaid, who although fired on and wounded, returned the fire and drove off the raiders.

ANGLO-JAPANESE ALLIANCE. VIEWS OF AUSTRALIAN GOVERNMENT.

LONDON, May 13th.
Speaking at a luncheon of the Empire Parliamentary Association of the House of Commons, the Hon. W. A. Watt, Australian Commonwealth Treasurer, referring to the doctrine of White Australia and the problem of the defence of Australia, said that, if there were to be conversations in the near future between Japan and Great Britain, the Australian Government would express its views known to British statesmen.

The Times' Washington correspondent says that when the Anglo-Japanese Alliance is renewed, next July, it is suggested in the United States that provision should be inserted for the more effective safeguarding of Anglo-American relations. It is also suggested that the scope of the phrase "special interests" in China should be limited in the lines of the wording of the 1911-Lansing Agreement. It is urged that special interest should be conceded to Japan in China, only when it is "recognised as distinctly defensive and based on geographical proximity, and is clearly distinguished from the assertion of paramount political interest."

LEVY ON WAR WEALTH.

REPORT OF THE COMMITTEE APPOINTED.

LONDON, May 13th.
In the House of Commons, Mr. Bonar Law said that the Committee appointed to consider the practicability of a levy on war wealth had reported affirmatively. The Committee suggest that it would be best carried out by the adoption of an Inland Revenue Board scheme, estimated to yield £550,000,000 and affecting 75,000 persons.

The Committee, however, strongly held that the principle of a levy on capital which is involved is unsound and will harm industry.

The opinion in business circles appears to favour the continuance of the Excess Profits Duty rather than a war levy, as likely to involve less disturbance of industry.

The Associations of the Chamber of Commerce are strongly protesting against the levy.

HEROES OF ENGLAND TO CAPE FLIGHT

HONOUR OF KNIGHTHOOD

LONDON, May 14th.
The Knight Commandership of the British Empire have been conferred on Lieut.-Colonel Vanryneveld and Flight-Lieutenant Brand, both South Africans, in recognition of the valuable services rendered to aviation by their successful flight from England to Cape Town.

U.S. PRESIDENT.

SOCIALIST CANDIDATE IN PRISON.

NEW YORK, May 13th.
The Socialist National Convention nominated with acclamation for the Presidency of the United States Eugene V. Debs at present serving a sentence of ten years in the Federal Prison at Atlanta for the violation of espionage law.

SOCIALIST NOMINATION FOR VICE-PRESIDENCY.

NEW YORK, May 14th.
The name of the Chicago lawyer, Seymour Steinman, who legally defended many Socialists, has been put forward for the Vice-Presidency.

WHEAT MARKETS.

AMERICAN EFFORT AT STABILISING THEM.

WASHINGTON, May 13th.
The Wheat Director, Mr. Barnes, is convening a representative conference of Government officials, Congress leaders and Railroad heads, on May 19th, to consider plans for stabilising world's grain markets, after closing down the United States Grain Corporation on June 1st.

AMERICAN RAILWAYS.

FAILURE OF STRIKE.

NEW YORK, May 14th.
Pittsburgh trains are running practically normally. Only a few employees obeyed the strike order.

MISHAP TO AMERICAN STEAMER.

WASHINGTON, May 13th.
The Northern Pacific General Pershing aboard, has grounded at the mouth of the (?) Harbour. Up to the present, there is no danger.

"MOEWE" SURRENDERS.

TAKEN OVER AT LEITH.

LONDON, May 13th.
The notorious German raider Moeve arrived at Leith and was surrendered to British authorities.

THE SCOURGE OF THE WORLD SILENCE OF MOSCOW.

LONDON, May 14th.
Still there is no news from Moscow. The silence is general throughout Russia. Since May 8th Messrs. Marconi declare that the situation is abnormal as there has been no such stoppage since the first revolution. Messages were freely received to Sunday evening.

Meanwhile, the *Krasnaya Gazeta*, the official Bolshevik organ, reveals that the Diepser debacle has caused a panic in leading circles in Moscow. The organ declares that the very fate of the Soviet Republic is at present being decided. The offensive is the severest blow which Bolshevikism has suffered, and demands severe punishment of the responsible Commissaries.

FUTILE BOLSHIEVIST ATTACKS ON POLES.

WARSAW, May 13th.
A communistic statesman in the Polish sector, the enemy continues desperate but unsuccessful attacks with the object of retaking at any cost places we have occupied. East of the Dnieper, the enemy has been completely defeated. In the fighting near Ruzhica two regiments have been annihilated. The Brigade Commander and Commissary being killed. Four hundred Bolsheviks have been drowned in the Dnieper. Four enemy armoured boats have been sunk and 2,000 prisoners taken. Polish detachments from Polesia defeated the First Ukrainian Soviet Brigade.

HUNGARIAN OFFER OF ANTI-RED ARMY.

LONDON, May 13th.
An interesting side-issue of the Polish offensive is that the Hungarian Regent, M. Horthy, has offered a Magyar army of 35,000 men, which is twice the size stipulated in the Treaty, as an anti-Red reserve force. The acceptance by the Allies of this offer would lead disarmament.

RUMANIAN AND FINNISH ACTION.

It is understood that Rumania will not act militarily, except by agreement with the British and the French.

Although Finland favours a strong, independent Ukraine, the Finnish attitude is similar.

The possibility, with the ice melting, of the Red fleet attacking the Finnish coast is mooted.

CAUSE OF OMINOUS SILENCE.

LONDON, May 14th.
No alarm is felt as regards the British Labour Delegation to Russia which was at Raval on May 10th, but all newspaper experts, excepting the *Daily Telegraph*, are convinced that something has happened in Russia, and it is pointed out that there are at least three high-power wireless stations in Moscow.

POLISH-UKRAINIAN PACT.

NEW YORK, May 13th.
The Associated Press correspondent at Warsaw understands that the Polish-Ukrainian Convention, which was signed before the opening of the drive to Kiev, provides a Polish outlet to the Black Sea. A Polish Minister in the Ukrainian Cabinet, Poland will virtually control the railroads through the vast wheat areas, and militarily support the Ukrainians for ten years.

FINLAND JOINS POLAND.

LATER.
It is reported that Finland has decided to join the Poles and Estonians in the offensive against the Bolsheviks.

RUMANIAN OFFER.

BERLIN, May 13th.
A message from Warsaw says the Rumanian statesman, M. Take Jonescu, has arrived in order to negotiate a Polish-Rumanian Alliance. The Poles declare that Rumania will form an army of 160,000 to support the Polish offensive against Russia.

A REQUEST TO PRESIDENT WILSON.

LONDON, May 12th.
The Senate Foreign Relations Committee has unanimously forwarded a resolution requesting President Wilson to send warships and marines to Batum, to protect American lives and property there and along the railways to Baku.

EARLIER CABLES.

BOLSHIEVISTS IN PERSIA.

LONDON, May 13th.
The Times' Tehran correspondent says the Bolsheviks are actively endeavouring, by means of propaganda, to set Persia against the British, and declares that the vacillation of the Allies towards the Reds, combined with the postponement of reforms in the Persian Administration, is producing internal difficulties. The authorities fear an outbreak of anarchy.

DEVELOPMENTS AT MOSCOW.

LONDON, May 13th.
There has been a significant silence on the part of the Moscow wireless since May 8th when it broke off in the middle of a message, which is interpreted as indicating fresh revolutions owing to the Polish successes. Confirmatory evidence of this comes from Copenhagen, where private telegrams report great rebellious developments at Moscow. Many farms have been destroyed and military depots have been destroyed.

LATEST CABLES.

GERMANY AND THE TREATY

THE SPA CONFERENCE.

PARIS, May 12th.
A number of reports indicate the postponement of the Spa Conference to dates varying from June 15th to June 20th.

FRANCE AND THE INDEMNITY.

LONDON, May 14th.
The meeting between Mr. Lloyd George and M. Millerand at Folkestone on May 12th will be mainly preparatory to the Spa Conference. The French are in favour of fixing the indemnity with the claims for the devastated regions as first charge on it.

THE MEXICAN REVOLUTION. NEW PROVISIONAL PRESIDENT.

LONDON, May 14th.
The Times' New York correspondent says that revolutionaries in Mexico are forming a Provisional Government with De La Huerta as Provisional President, who is described as an educated man of studious habits who has several times served as temporary Governor of States desiring reorganising.

PROBABLE CANDIDATE FOR THE PRESIDENCY.

WASHINGTON, May 12th.
A telegram from Nogales says that General Obregon has placed himself under the orders of General Huerta, the Governor of Sonora, who is mentioned as a probable candidate for the Presidency.

ANOTHER RICHMOND IN THE FIELD.

SALVADOR, May 13th.
A party of revolutionaries who fled from Salvador in March have crossed the frontier from Honduras under the leadership of Araujo who is said to aspire to the Presidency.

CARRANZA NOT CAPTURED.

LONDON, May 14th.
The report that Carranza has been captured is unfounded. He is holding out near San Marcos. The rebels are pushing up re-inforcements and artillery.

CARRANZA IN EXTREMIS.

General Obregon states that Carranza will be permitted to leave Mexico safely. The rebels state that Carranza is in desperate straits.

ITALIAN CABINET RESIGNS.

SIGNOR NITTI'S PROBABLE RETURN.

LONDON, May 14th.
The Times' Rome correspondent says party leaders so far are not willing to assume ministerial power. It is generally anticipated that Signor Nitti is returning to the Premiership, supported by the Catholics.

DEFEATED IN DEBATE ON INTERNAL POLICY.

ROME, May 12th.
Signor Nitti has resigned in consequence of a Government defeat by 193 votes to 119, in the debate on internal policy, in which the Catholics supported the Socialists who regarded the policy as being too weak.

LATER.
The defeat of the Government was due to the Popular Party, which up to now has been pro-Government, supporting the Socialist motion condemning the Government's policy in regard to the strike of postal, telegraph and telephone employees.

AMERICA AND THE PEACE TREATY.

KNOX RESOLUTION OPPOSED.

WASHINGTON, May 13th.
In the Senate the resolution declaring the state of war with Germany and Austria ended, was vigorously opposed by Democrats. Senator Hitchcock declared that the adoption of Senator Knox's suggestion of a separate treaty with Germany would bring dishonour and ruin to the United States.

SILK GOODS PRICES.

AMERICAN MILLS REDUCE OUTPUT.

PROVIDENCE (RHODE ISLAND), May 13th.
Owing to the fall of prices of silk goods the Fortuna Silk Mills and the Pennsylvania Textile Company's millmill are reducing production by 50 per cent.

AIR CARGO RACE.

ABANDONED OWING TO INSECURITY OF ROUTE.

LONDON, May 14th.
The Air Cargo Race to India has been postponed by the Air Ministry which has been advised that, owing to unrest in Asia Minor and Syria machines cannot, be allowed to proceed beyond the line Athens-Suda Bay-Cairo.

ARMY UNIFORMS.

REVERSION TO OLD STYLE.

LONDON, May 14th.
The Army is now reverting to the pre-war uniforms, red and blue, green and tartan.

PLUMAGE BILL.

SECOND READING PASSED.

LONDON, May 13th.
In the House of Commons the Bill prohibiting the importation of plumage of birds, except ostriches and alcedincks and birds imported alive and birds used as food, passed the second reading by 91 votes to 8.

INDIAN MILL STRIKE.

PARTIAL STOPPAGE OF WORK.

AHMEDABAD, May 13th.
All cotton mills are closed, except twelve whose owners have accepted the strikers' conditions.

THE SILVER MARKET.

AMERICAN GOVERNMENT TO BUY.

WASHINGTON, May 12th.
The Government will soon resume buying silver in the open market but only small lots in order not to force prices upwards.

GOLD EXPORTS AND IMPORTS.

WASHINGTON, May 14th.
The Federal Reserve Board statistics show that since January 1st the imports of gold from England totalled \$57,723,000 and exports \$182,000,000, while silver imports were \$41,460,000.

FRENCH STRIKE. STRIKERS GIVING WAY.

PARIS, May 14th.
The situation in the various railway systems is satisfactory. Further resumption of work has taken place and on some lines more trains are running. The Paris Undergrounds are now normal. There are increasing signs that the strikers are losing enthusiasm.

HOPEFUL OUTLOOK.

LONDON, May 14th.
The labour situation in France continues to improve, although gas workers, joiners and upholsters are due to strike to-day.

END IN VIEW.

PARIS, May 13th.
A Havas message says:—No noteworthy developments took place yesterday in the French labour situation. Examining magistrates are investigating the documents seized on Tuesday at the General Labour Confederation. Labour leaders themselves have spent a quiet day; they are rapidly losing adherents. The majority of the strike movements are growing hourly weaker. It is thought that by the end of the week nearly all the strikers will be back at work.

In Paris yesterday, there was hardly a trace of a transport strike, except for the fact that there were few taxicabs on the streets.

The latest threat of the extremists is the strike of the Paris gas workers, who have received the order to quit work to-morrow morning. The Gas Company, however, is unperturbed, and declares that all necessary steps have been taken to ensure satisfactory supply.

AMERICAN SOCIALISTS CONDEMN GOVERNMENT POLICY.

NEW YORK, May 13th.
The Socialist National Convention has passed a resolution condemning the French Government's decision to dissolve the General Confederation of Labour.

DEMONSTRATION IN THE BOULEVARDS.

LONDON, May 12th.
The Times' correspondent in Paris says that when the decision of the Government to prosecute the Confederation was known, a meeting of strikers progressing in the Boulevards refused to disperse. The Police fired twice, whereupon there was a general melee. The overhead tram wires were cut and the trams bombarded with missiles. Subsequently, order was restored.

INDIAN STEAMER FLOUNDERS.

MANY LIVES LOST.

CALCUTTA, May 14th.
The coastal steamer *Sukeshi*, with 230 Indian passengers, foundered in bad weather going down the Hoogly. It is feared many have been drowned.

THE LATE CROWN PRINCESS OF SWEDEN.

IMPOSING FUNERAL IN STOCKHOLM.

LONDON, May 13th.
Enormous crowds witnessed the funeral at Stockholm of the Crown Princess of Sweden. The ceremonies were most imposing and most affecting. The mourners included the Swedish Royal Family, the Kings of Norway and Denmark, Prince Arthur of Connaught and the Earl of Onslow, representing King George.

A detachment of British Marines assisted in lining the route.

The funeral ceremony was conducted by the Archbishop of Upsala and the English Chaplain, the Rev. Mr. Williams.

Rituals of both the Churches were used.

Memorial services were held at various centres in England, including Westminster Abbey and the Chapel Royal.

ZIONIST MISSIONARY.

TO TOUR AUSTRALASIA AND THE EAST.

LONDON, May 13th.
The Zionist organisation has entrusted Israel Cohen with a mission to the Jewish communities overseas to explain the significance of the Peace Conference's decision concerning Palestine, and to extend and strengthen the ramifications of the Zionist projects in Palestine.

Mr. Cohen will proceed to Palestine on May 16th after which he will leave from Port Said for Freemantle.

The territories in the tour include Australia, New Zealand, China, Japan, the Straits, Java and India.

PUNISHMENT OF WAR CRIMINALS.

EX-CROWN PRINCE DROPPED FROM THE LIST.

BERLIN, May 12th.
The Allies have presented Germany a Note containing the first revised list of war criminals. The list is stated to contain 45 names, including four U-boat commanders accused of torpedoing hospital ships, officers accused of shooting and ill-treating prisoners, General Kruke and the Governor of Cassel, who are accused of spreading typhus germs. The list includes Marshal von Below, General von Below, Prince Ernst of Saxony, but does not include Marshal Hindenburg, General von Ludendorff, or the ex-Crown Prince.

THE PRINCE'S TOUR.

AN UNQUALIFIED SUCCESS IN NEW ZEALAND.

LONDON, May 12th.
The Primer of New Zealand has called to London that the Prince of Wales has concluded a tour of the North Island.

The tour has been an unqualified success. His Highness left a splendid impression everywhere.

RECEPTION AT CHRIST CHURCH.

CHRIST CHURCH, May 14th.

The Prince of Wales has arrived and was splendidly received by the populace thronging the streets.

SUGAR SHORTAGE. SERIOUS OUTLOOK.

LONDON, May 14th.
The shortage of sugar is seriously concerning the Government. It is stated that the prices must be increased from 10d. to 1s. 3d. in order to avoid a subsidy.

GLUT OF MEAT.

LONDON, May 14th.
The Food Minister, Mr. McCurdy, in a statement as regards the glut of meat imported from Australasia, explained that this was due to the rapid diminution of the requirements of Allied forces on the termination of the war. The British people were, temporarily, eating half a million tons less fresh meat annually than normally; they were only eating 3 lbs. now as compared with the period before the war. The only apparent explanation was that wartime habits had not yet been forgotten. The Government had decided to reduce the wholesale price of mutton from the all-round figure of 9d. to price ranging from 8d. to 9d. retail. The control prices will be removed. It is opined that a drastic reduction would tend to steady, or even lower, the prices of other commodities. It is declared that only one half of 1 per cent. of all meat handled has been condemned.

RACING AT HOME.

RESULT OF THE NEWMARKET STAKES.

LONDON, May 12th.
The result of the Newmarket Stakes is as follows:—

Allenby 1
Paragon 2
Polymetis 3

Six ran. Won by three quarters of a length, 11 lengths separating second and third. The betting was as follows:—Allenby, 9 to 4; Paragon 7 to 1; Polymetis, 7 to 2.

AVIATION.

"AIR CARGO" RACE TO INDIA.

LONDON, May 13th.
The first competing machine—Major MacLaren in a Handley Page, accompanied by Captain Barton, navigator—for the *Daily Express* prize of £10,000, for the "air cargo" race from Britain to India, starts on May 15th.

Commander Kenworthy, competing on behalf of the *Yorkshire Evening News*, starts on May 20th in a Blackburn Kangaroo fighting bomber, accompanied by Captain Wilkins, navigator. Competitors must carry a cargo of 1,200 to India and back.

Major MacLaren's route will be to Tunis, Athens, Cairo, Bagdad and Karachi, which will be the turning point.

EARLIER CABLE



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Lime Juice and the finest
refined sugar.

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There is only one corn remedy in
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that is "Geta-It". For those who
walk and stand a great deal, for



Put 2 drops of "Geta-It" on, and
smile!

shoppers and dancers, there is im-
mediate relief from corn pains, and a
quick end for any corn or callus.
"Geta-It" is applied in two or three
seconds. There is no work, no trou-
blesome plasters, no wrapping of
toes. "Geta-It" dries in a second or
two. That is all. It is easy to do as
signing your name. The corn loosens
from the true flesh and you peel it
right off with your fingers while you
wonder at the sight and smile. That
is why "Geta-It" is the biggest sell-
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Be corn-free at last!

"Geta-It" the guaranteed, money-
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way costs but a trifle at all chemists
and stores. 327d by E. Lawrence &
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Stores or MULLER
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LANCE-SERGEANTS DISSATISFIED.

MEETING HELD ON SATURDAY.

A meeting was held on Saturday, at Police Headquarters of Lance-Sergeants and recruits of the local force to discuss a number of resolutions dealing with the revised pay of that department as passed by the Secretary of State. There was a large number of the men present and resolutions expressing dissatisfaction at the new scale of pay and asking for a general increase were passed. The resolutions were to the effect that the present scale of £160 to £180 for Lance-Sergeants was insufficient, because it was stated that when the men reach the maximum they would have to wait for about ten years before they could obtain promotion. A starting salary of £200 a year was asked. With regard to leave, at present they only get 24 hours a month. They want 48 hours leave.

Men stationed in the New Territories, before the new scale of pay was introduced, received \$15 per month, as ration allowance, while the Sergeants received \$20 per month. The meeting decided that the ration allowance should be general at \$25 per month, irrespective of rank. They also ask for compulsory retirement at the age of 45, or after twenty years' service, instead of the present indefinite period. At present after the completion of five years' service a member, unless he signs on again, is not given nine months' pay leave. The meeting decided that the men should be given nine months' leave after five years and that they should be allowed to consider while at home whether they would like to sign on or not. Four members were appointed to draft out the resolutions and forward them to the Captain-Superintendent of Police for transmission to H.E. the Governor.

THE OLD POST OFFICE SITE.

UPSET PRICE \$50 A SQUARE FOOT.

The Government Gazette notices that the Government intends to offer for sale by public auction about November next, the Crown Land formerly occupied by the Post Office, Supreme Court and other Government Buildings. The area is 36,000 feet and the Government is prepared to consider proposals from intending purchasers for subdividing the entire area into lots of moderate size in the manner in which any building to be erected may be occupied the Government is prepared to sanction the erection of buildings not exceeding a height of 125 feet. The terms of the lease for any portion will be 75 years commencing from the date of the sale with the option of renewal for a similar term at a Crown rent fixed by the Surveyor. The Crown rent for the entire area for the first 75 years will be \$4,000 per annum, but if the area is subdivided the rent will be apportioned in proportion to the area being calculated in each case to the nearest even dollar. The upset price is fixed at \$50 per square foot. The purchaser of any portion of the area will be required to erect buildings of a value equivalent to \$15 per square foot of such area and will be required to complete such buildings, fit for occupation, before the expiration of 24 calendar months from the day of sale.

The design of the elevations of any building to be erected on the whole or any portion of the area will be subject to the special approval of the Director of Public Works, who, in the event of the area being subdivided into several lots, shall have power to regulate the height of storeys and may require the main features of any building to harmonize with those of the adjoining buildings.

LAWLESSNESS IN KWANGTUNG.

A KIDNAPPED FAMILY'S
EXPERIENCES.

The Tai Hung village in Hoiping district was attacked recently by Chang Wo Lung, a bandit chief, and his followers, taking large booty. Mrs. Chang Chow Shi and five children, a son, three daughters, and a servant girl were captured from the village for ransom. Upon the refusal of the family to send in time, the Canton Government that the boy was shot and the ears of the three girls cut and sent back to the family as a warning for early remittance of the ransom money. To have some cash immediately, the servant girl has been sold to one of the Hongkong brothers to become an inmate there. The bandits still demand large ransom money.

HOW TRAFFIC IS "PROTECTED"

The militarist commanders to raise funds for the upkeep of their army or to make extra money, our Canton contemporary says, are organizing battalions, or gangs, for the protection of traffic, such as guarding the gambling houses, providing watchmen on board freight and passenger junks, fishing boats, extensive paddy fields, and the like.

In the East River districts, there are two commanders providing special guards for the river junk traffic. General Lee Fook Lum and General Liu Tet Hing, Lee's men are rendering service under the name of Bo Sheng Wai Lui Yung, or Merchants and Travellers Guards; while Liu's three hundred soldiers entitle themselves simply as Woo Sheng Yung, or Merchants Protective Battalion. Each junk, if guards are wanted, pays a fee for the trip. All wanting regular service are provided with several guards and for a monthly fee. A junk carrying regular guards from a commander is given a flag to be hoisted on board with the inscription of the name of the commander on the centre of the flag. Pirates along the river are supposed to respect the flag.

For the protection of the paddy fields, the fishing junks, the salt transportation vessels, there are separate commanders who usually also hold other offices in the government.

Some junk owners and farmers would rather secure their protection by paying tribute to the bandit and pirate chiefs direct, as this method will insure safety just the same. Often an unfriendly outlaw chief will attack the guarded junk just the same in revenge for what the commander may have done to some of his followers.

INTIMATIONS

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will sell by Public Auction, on
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MISCELLANEOUS GOODS & EFFECTS
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17 cases Atlas Condensed Milk.
1 3 in one Oil.
1 lot Fish Plates.
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11 cases Dietz Monarch Lamps.
75 dozen Slateneger Tennis Balls.
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TERMS:—Cash on Delivery.

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THERAPION NO. 2

THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for
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No. 6 for Gout, No. 7 for Rheumatism, No. 8 for Gout,
No. 9 for Rheumatism, No. 10 for Gout, No. 11 for Rheumatism,
No. 12 for Gout, No. 13 for Rheumatism, No. 14 for Gout,
No. 15 for Rheumatism, No. 16 for Gout, No. 17 for Rheumatism,
No. 18 for Gout, No. 19 for Rheumatism, No. 20 for Gout.



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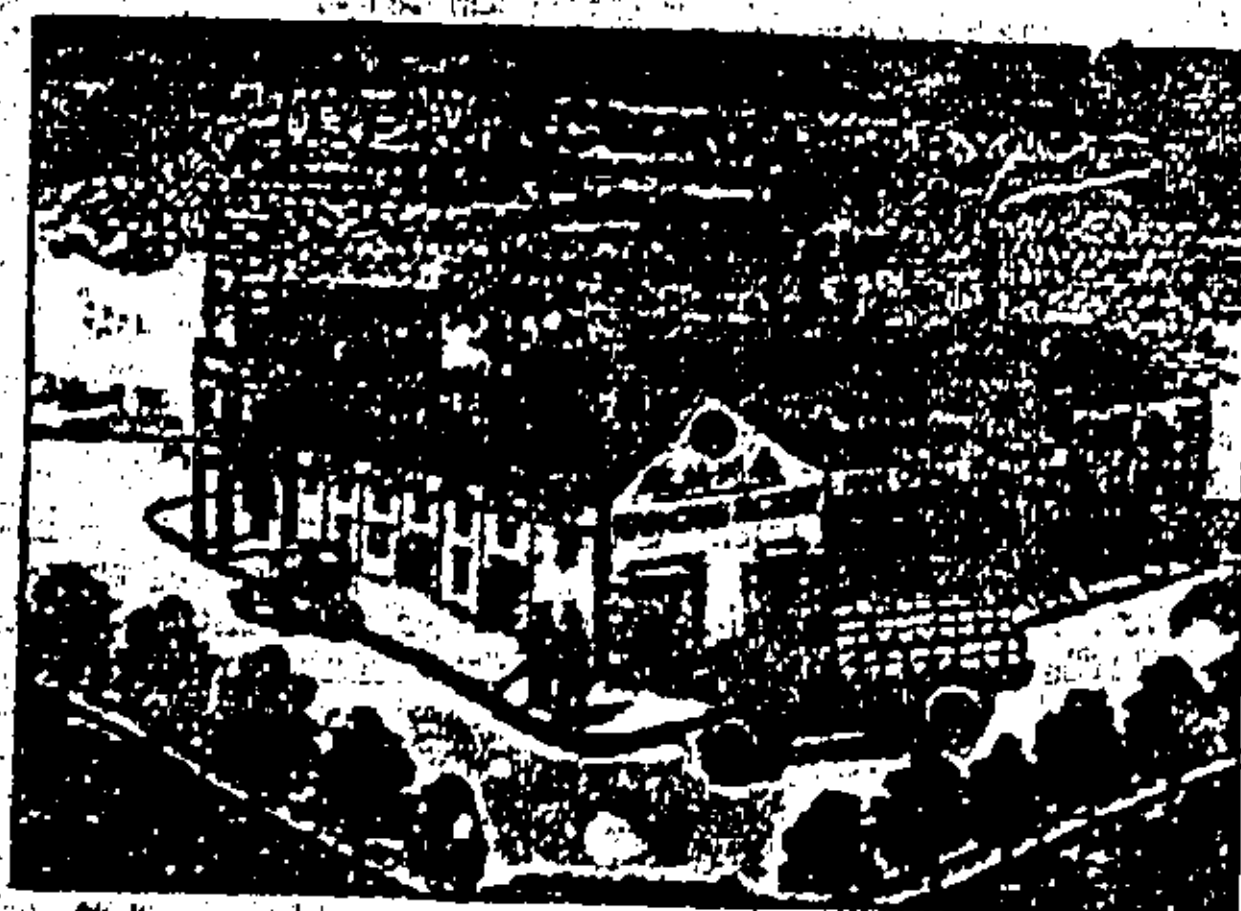
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guarded against. Our Method shows a great advance. By the use of New Machinery
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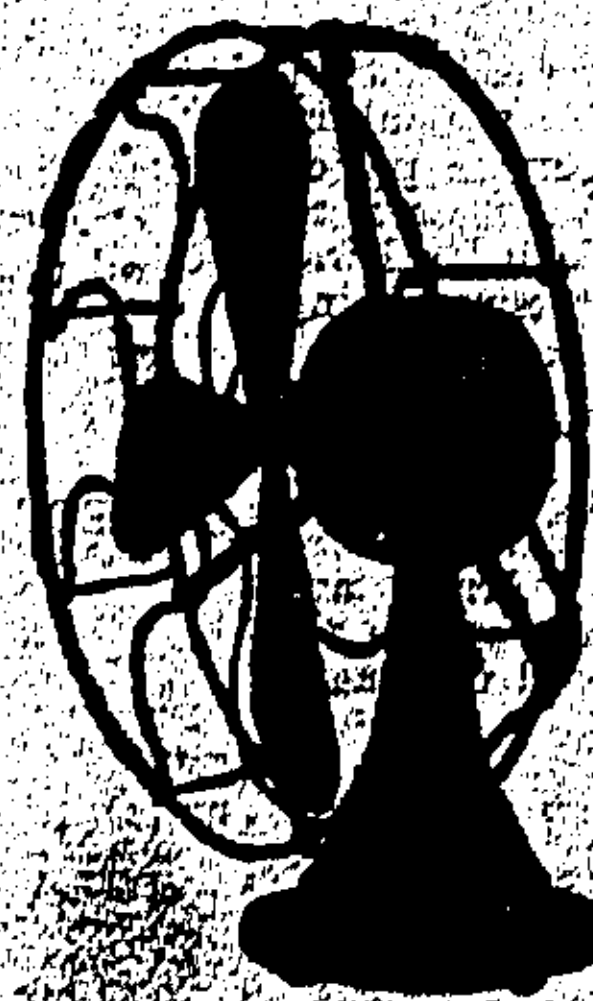
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Frame Oscillating Desk and Bracket Fans in Stock.

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SHIPPING NEWS

ARRIVALS.

May 15th.

Arakawa Maru, Japanese str., 2,700 tons, Capt. Nematsu, from Saigon, with a general cargo.—Nematsu.

Ghuen On, Chinese str., 231 tons, Capt. Chun, from Kwong Chow Wan, with a general cargo.—Lee Hong.

City of Columbia, British str., 3,900 tons, Capt. Thomson, from Keelung, with a general cargo.—Bank Line.

Glenloch, British str., 1,424 tons, Capt. Holmes, from Singapore, with a general cargo.—Seng Soon Hong.

Wong Sang, British str., 1,350 tons, Capt. Holmwood, from Canton, with a general cargo.—J. M. & Co.

Hutchinson, British str., 1,220 tons, Capt. Lovegrove, from Canton, with a general cargo.—B. & S.

Idemitsu, British str., 4,230 tons, Capt. Gilmour, from Singapore, with a general cargo.—B. & S.

Kwang Lee, Chinese str., 1,468 tons, Capt. Sangster, from Canton, with a general cargo.—C. M. S. N. Co.

Tagata Maru, Japanese str., 311 tons, Capt. Takahashi, from Tamsui, with a cargo of oil.—A. P. & Co.

Ferrelle, American str., 3,780 tons, Capt. Hodgson, from Kobe, with a general cargo.—Admiral Line.

Sosho Maru, Japanese str., 1,008 tons, Capt. Harada, from Takao, with a general cargo.—O.S.K.

Suwa Maru, Japanese str., 1,538 tons, Capt. Hanawa, from Wakamatsu, with a cargo of cargo.—O.S.K.

Tomoshima Maru, Japanese str., 888 tons, Capt. Sato, from Wakamatsu, with a cargo of coal.—M.B.K.

Yang Tze Kiang, Chinese str., 401 tons, Capt. Brown, from Swatow, with a general cargo.—Yuen Cheong Lee.

May 16th.

Zemmer, British str., 2,999 tons, Capt. James, from Singapore, with a general cargo.—Gibb, Livingstone & Co.

Gharinda, British str., 3,212 tons, Capt. Livingston, from Bombay, which port she left on May 1st, with a general cargo.—P. & O.

Hai Hong, British str., 1,110 tons, Capt. Passmore, from Swatow, with a general cargo.—Douglas S.S. Co.

Kaita Maru, Japanese str., 253 tons, Capt. Harima, from Shanghai, in ballast.—M. B. K.

Kwang Sang, British str., 1,623 tons, Capt. Richard, from Shanghai, with a general cargo.—J. M. & Co.

Kung Ping, Chinese str., 1,743 tons, Capt. Sheppard, from Shanghai, with a general cargo.—C. M. S. N. Co.

Nellere, British str., 3,900 tons, from Singapore, with a general cargo.—P. & O.

Taiwan Maru, Japanese str., 6,995 tons, Capt. Ota, from Moji, with a general cargo.—N. Y. K.

Tony Maru, Japanese str., 6,992 tons, Capt. Muki, from San Francisco, which port she left on April 17th, with a general cargo.—T.K.K.

SHIPPING MOVEMENT.

The Apec Line's s.s. *Japan* left Singapore for this port on the 14th inst., and is due here on the 16th inst.

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AGENTS

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PASSENGERS.

ARRIVALS.

Per s.s. *Tenyo Maru*, on May 16th:—
Mr. and Mrs. F. W. Ashurst, Mr. E. Begdon, Mr. and Mrs. R. Borlini, Mr. L. S. Cheng, Mr. and Mrs. G. Crocker, Mr. G. R. Dunn, Mr. M. Fox, Mr. A. Gabral, Miss E. S. Galban, Mr. Wm. Gaus, Mr. L. A. Gimbel, Mr. P. W. Goldring, Miss N. S. Gould, Mrs. O. V. Hall, Mrs. S. F. Haslam, Mrs. M. Hawley, Mr. G. G. Haven, Mr. R. Hockley, Mr. A. Holst, Mr. C. Janin, Mr. F. Kirchner, Mr. and Mrs. A. C. Lang, Mr. A. H. Lustig, Mr. L. D. McNicoll, Mr. and Mrs. F. Menzies, Mr. and Mrs. R. D. Murray, Mr. T. S. B. Nicoll, Mr. P. G. Norman, Mr. Chas. Ohlmscheid, Mr. M. A. Pallock, Mrs. V. Phillips, Capt. K. Power, Mr. J. Ribeiro, Mr. V. Sanchelli, Mr. J. Sowell, Capt. W. T. Sowden, Miss H. Stewart, Mr. L. P. Uhrig, Mr. H. Stein, and Major D. Watt.

DEPARTURES.

Per s.s. *Dunera*, on May 15th:—Capt. J. S. Carey, Mr. L. N. Miller, Mr. and Mrs. R. Wyckham, Mr. L. Kennedy, Mr. W. Angustine, Mr. J. Mawley, Mr. G. R. Christie, Mr. G. Parker-Ness, Mr. and Mrs. R. Denniston, Miss W. Howard, Mr. V. Morgan, Mr. R. Belbridge, Mr. and Mrs. W. E. Gilmer, Capt. J. A. Downs, Miss G. R. Porter, Miss H. Parker-Ness, Mr. F. D. Miller, Mr. and Mrs. W. D. Howard, Miss S. Huxley, Mr. R. Clifton, Lieut. and Mrs. E. J. Leete, Mr. and Mrs. J. Kern, Mr. J. Elschin, and Miss P. Parker-Ness.

WEATHER REPORT.

May 16th, at 12.20—No returns from Japan, Vladivostok and the Philippines.
Pressure has increased slightly at all reporting stations; the depression over Tongking is apparently filling up.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.63 inch. Total since January 1st, 20.79 inches, against an average of 16.82 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E winds, moderate; late; cloudy, rain.
Formosa Channel	N.E. winds, fresh.
South Coast of China between the same as Hongkong and Lamook	No. 1.
South Coast of China between the same as Hongkong and Hainan	No. 1.

HONGKONG TIDE TABLE.

From May 17th to 23rd, 1920.

Days of Week	High Water			Low Water		
	Days of Month	H'kong Standard Time	Height	Days of Month	H'kong Standard Time	Height
Mon.	17	h. m.	ft. in.	h. m.	ft. in.	ft. in.
		7 58	7 2		1 59	2 4
Tues.	18	8 36	7 6		2 33	2 5
		10 15	5 0		3 52	0 4
Wed.	19	9 18	7 9		3 8	2 6
		11 13	4 8		4 38	0 8
Thurs.	20	10 4	7 9		4 27	2 2
		12 14	4 6		4 22	3 0
Fri.	21	10 53	7 7		4 19	0 4
		1 19	4 4		5 3	3 3
Satur.	22	11 48	7 4		7 18	0 7
		2 30	4 3		5 43	3 6
Sun.	23	0 48	6 8		8 19	1 0

CP & OS

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STEAMERS	HONGKONG	VANCOUVER
Empress of Japan	May 28	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passenger Fares Hongkong to United Kingdom—
Express of Russia: 16,850 Tons Reg. (Gold) 6,000 Tons Reg. Gold \$535
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FUSHIMI MARU ... Tuesday, 25th May, at 11 a.m.
TAJIMA MARU (calling Manila) ... Wednesday, 30th June, at 11 a.m.
KATORI MARU (calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Sues
Port Said and Marseilles.

MISHIMA MARU ... Saturday, 22nd May, at Noon.
SADO MARU ... Friday, 25th May, at Noon.
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Sues and Port Said.

TOYOOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Sues and Port Said.

KAMAKURA MARU ... Friday, 28th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.
TANGO MARU ... Wednesday, 2nd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Murosa, San Francisco, Panama & Colon.

LIMA MARU ... Wednesday, 26th May.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Wednesday, 26th May.
BOMBAY MARU ... Wednesday, 2nd June.

CALCUTTA & RANGOON via Singapore & Penang.

SANUKI MARU ... Tuesday, 25th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 23rd May, at 11 a.m.
NIKKO MARU ... Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU ... Thursday, 26th May, at 11 a.m.
TSUSHIMA MARU ... Sunday, 23rd May, at 11 a.m.
KAMO MARU ... Thursday, 2nd June, at 11 a.m.
AWA MARU ... Thursday, 3rd June.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 231 & 232 S. YASUDA, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "DRYDEN" ... Sails about May 26th

S.S. "WYTHEVILLE" ... Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE

TELEPHONE 1477 & 1478

AGENTS

528 FLOOR
HOTEL MANDIONE

208

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

DO NOT FORWARDS About SAILING FOR LOS ANGELES About
S.S. VINTA ... May 15th. S.S. VINTA ... May 27th.
S.S. WEST HIXTON ... June 10th. S.S. WEST HIXTON ... June 13th.
S.S. WEST MONTOP ... July 10th. S.S. WEST MONTOP ... July 13th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en route. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hongkong Office—Princes Building, Chester Rd. Tel. No. 1091.
Branch Office—Kobe, Shanghai. CHAS. E. RICHARDSON
Manila, Singapore. General Agent for South China.

CHINA MAIL S.S. CO.,

LTD.

SPECIAL SAILING

S.S. "NILE"

HONGKONG TO SINGAPORE.

The S.S. "NILE" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on or about June 14th.

For full particulars regarding freight or passage apply to—

O. H. RITTER, AGENT.

Princes Building,
Ice House Street,
Telephone, Passenger Dept. 1924.
Freight Dept. and Agent 2161.

303

AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agents**"ELLERMAN" LINE.**

(MULSWAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. & Co., Canton.

THE BANK LINE LTD.
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamer (To Sail)

SHANGHAI, SOERABAYA & PANARUKAN "TAIKOO WANG" On 17th May, 3 P.M.
SWATOW and BANGKOK "LUOHOW" On 18th May, 10 A.M.
AMOY, SHANGHAI & PUKOW "SHANTUNG" On 18th May, 3 P.M.
SHANGHAI and PUKOW "SHANTUNG" On 20th May, Noon.
SHANGHAI and "TINGTAO" "YINGGOW" On 22nd May, 4 P.M.
MANILA, CEBU & ILOILO "TAMING" On 25th May, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amplest. Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Yantiao and Northern China Ports. Passengers are asked in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 38

BUTTERFIELD & SWIRE,
Agents**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 2 to 10 Days).

"HAIHONG" ... Capt. W. C. Passmore TUESDAY, 16th May, at 2 P.M.
"HAIHONG" ... Capt. A. H. Swire FRIDAY, 21st May, at 2 P.M.
"HAIHONG" ... Capt. Ed. Walker TUESDAY, 25th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EUBYMACHUS" ... via Panama ... 28th May.
"HOWICK HALL" ... via Suez ... 27th May.
"DEUCALION" ... via Suez ... 6th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NOVARA"	7,000	28th May	Marseilles, London & Antwerp.
"DELTA"	8,000	5th June	Marseilles, Lyons & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"MUTTRA"	4,700	18th May	Straits, Rangoon & Calcutta.
"TAKADA"	7,000	26th May	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th May	For Sydney, via Sandakan, Timor, Thursday Island, Cairns, Townsville and Brisbane.
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SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	7,000	17th May, 4 P.M.	Shanghai & Japan.
"DELTA"	8,100	18th May	Shanghai Only.
"JAPAN"	8,000	21st May	Shanghai & Japan.

* CALLS AT ANTWERP

* CALLS AT TIMOR

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore to Colombo.
All Carriage and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 4ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left to the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC FRIGATE SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"EDMORE"	(Calling at Shanghai and Yokohama)	About May 18th.
"CROSSKEYS"	...	About June 10th.
"ICONIUM"	...	About June 22nd.
"WHEATLAND MONTANA"	...	About July 12th.

For PORTLAND direct.

"MONTAGUE"	(Calling at Shanghai and Yokohama)	About June 15th.
"WABAN"	...	About June 22nd.
"ABERROO"	...	About July 10th.

THE ADMIRAL LINE.

SHEPPARDSON & CO. LTD.

Fifth Floor, Hotel Manxton.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

June 2nd, May 23rd, June 19th.

An unsurpassed high-class passenger service.

O. H. HITTER, Prince's Buildings, 100 Horse Street, Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	May 27th.
SIBERIA MARU	20,000	June 13th. (from Yokohama)
SHINYO MARU	22,000	June 17th.
PERSIA MARU	9,000	July 5th.
KORRA MARU	20,000	July 14th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

SAN PEDRO, SALINO CRUZ BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	July 12th.
ANYO MARU	13,500	Sept. 8th.
SEIYO MARU	14,000	Nov. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer	Leave Hongkong
CHOYO MARU	May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Telephone 2174 and 2175. Y. TSUTSUMI, Manager King's Building.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION STEAMER & DEPARTURE SAILING DATE.

SHANGHAI KOBE & YOKOHAMA	"PORTHOS"	22,000	On or about 19th May.
	"AMAZON"	10,000	On or about 19th May.

SHANGHAI (Only)

MARSEILLES via

SAIGON, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

"CORDILLERE" 14,000 On or about 2nd June

Cargo boat for PORT

SAID, HAVRE and "LIEUTENANT DE LA TOUR" On or about 19th June.

ANTWERP

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSCH, Agents, Queen's Building.

Telephone 740.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 19th June.

"HIMALAYA MARU" Middle of July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" Friday, 28th May.

"SEATTLE MARU" Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" Sunday, 23rd May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"UNNAN MARU" Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"AFRICA MARU" (call at Manila) Wednesday, 28th May.

"CHICAGO MARU" (call at Manila) Saturday, 5th June.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama, and Cuban Ports.

"ALASKA MARU" Monday, 24th May.

JAPAN PORTS—Moj, Kobe, Yokohama & Yokohama.

"MADRAS MARU" (call Kobe & Yokohama) Wednesday, 28th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

"GOSHI MARU" Thursday, 20th May.

"SHISEN MARU" Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia (Lv. Hongkong for Australia)

"TAIYUEN" 19th May 24th May

"CHANGSHA" 17th June 22nd June

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Refresco Fare: Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
STRAITS	Delta	17th May.
SHANGHAI	Sunling	17th May.
STRAITS	Japan	18th May.
SHANGHAI and JAPAN	Mishima Maru	21st May.
STRAITS	Tsushima Maru	22nd May.
AUSTRALIA and MANILA	Tango Maru	22nd May.

OUTWARD MAILS.

For	PER	DATE
Swatow and Foochow	Chetung	Monday, 17th, 3.00 P.M.
Shanghai, N. China and Japan via Moji	Nellie	Monday, 17th, 3.00 P.M.
Shanghai and North China	Delta	Monday, 17th, 5.00 P.M.
*Swatow *Shanghai and *North China	Chetung	Monday, 17th, 5.00 P.M.
Hobow and Haiphong	Takung	Monday, 17th, 5.00 P.M.
*Swatow and *Bangkok	Luchow	Tuesday, 18th, 9.00 A.M.
Swatow, Amoy, and Foochow	Hai Hong	Tuesday, 18th, 1.00 P.M.
Amoy, *Shanghai and *North China	Shantung	Tuesday, 18th, 3.00 P.M.
SHANGHAI, N. CHINA, JAPAN via Kobe,		Tuesday, 18th,
HONOLULU, CANADA, UNITED STATES,	Venuela	Registration 2.45 P.M.
CENTRAL and SOUTH AMERICA and		Letters 3.30 P.M.
*EUROPE via SAN FRANCISCO		
Mauritius	Huak Fui	Wednesday, 19th, 10.00 A.M.
Swatow, Amoy, and Foochow via Takao	Sotia Maru	Thursday, 20th, 8.00 A.M.
*Shanghai and *North China	Sunung	Thursday, 20th, 10.00 A.M.
Shanghai, North China and Japan via Kobe,	Inaba Maru	Thursday, 20th, 10.00 A.M.
Japan via Kobe, *Seattle and *Vancouver	Delight	Thursday, 20th, 11.00 A.M.
Swatow, Amoy, and Foochow	Huiching	Friday, 21st, 1.00 P.M.
Philippine Islands	Yuenang	Friday, 21st, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius,	Mishima Maru	Saturday, 22nd,
South Africa, L. Marquis, India via		Registration 8.45 A.M.
Dhanushkodi, Egypt & EUROPE via		Letters 10.30 A.M.
MARSEILLES		
Philippine Islands, *Shanghai, *North	Kashima Maru	Saturday, 22nd,
China, *Japan via Nagasaki,		Registration 8.15 A.M.
*Canada, *United States, *Central		Letters 10.30 A.M.
and South America and *EUROPE via		
VICTORIA, B.C.		
Shanghai and North China	Fingchow	Saturday, 22nd, 3.00 P.M.
Japan via Nagasaki	Tango Maru	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy, and Foochow	Hui Loong	Tuesday, 25th, 1.00 P.M.
Philippine Islands	Taming	Tuesday, 25th, 3.00 P.M.
Philippine Islands, Australia and New	Aki Maru	Wednesday, 26th,
Zealand via Thursday Island		Registration 8.45 A.M.
Straits, Bangkok, Ceylon, Mauritius,	Sado Maru	Friday, 28th,
Marquis, South Africa, India via		Registration 8.45 A.M.
Dhanushkodi, Egypt and EUROPE		Letters 10.30 A.M.
via MARSEILLES		
Shanghai, N. China, and Japan via Kobe	Kamo Maru	Thursday, 3rd, 10.00 A.M.

*Correspondence bearing vessel's name only.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service from

JAPAN PORTS, SHANGHAI AND HONGKONG TO
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN.

Sailings subject to alterations.

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN

General Agents,

York Building

Tel. No. 1674

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK

"PERSIAN PRINCE" ... via SUEZ CANAL ... 2nd half May.

For NEW YORK

"SLAVIC PRINCE" ... via PANAMA CANAL ... 2nd half June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,

Agents.

146

VICKERS-PETTER

SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—RELIABILITY—

ECONOMY

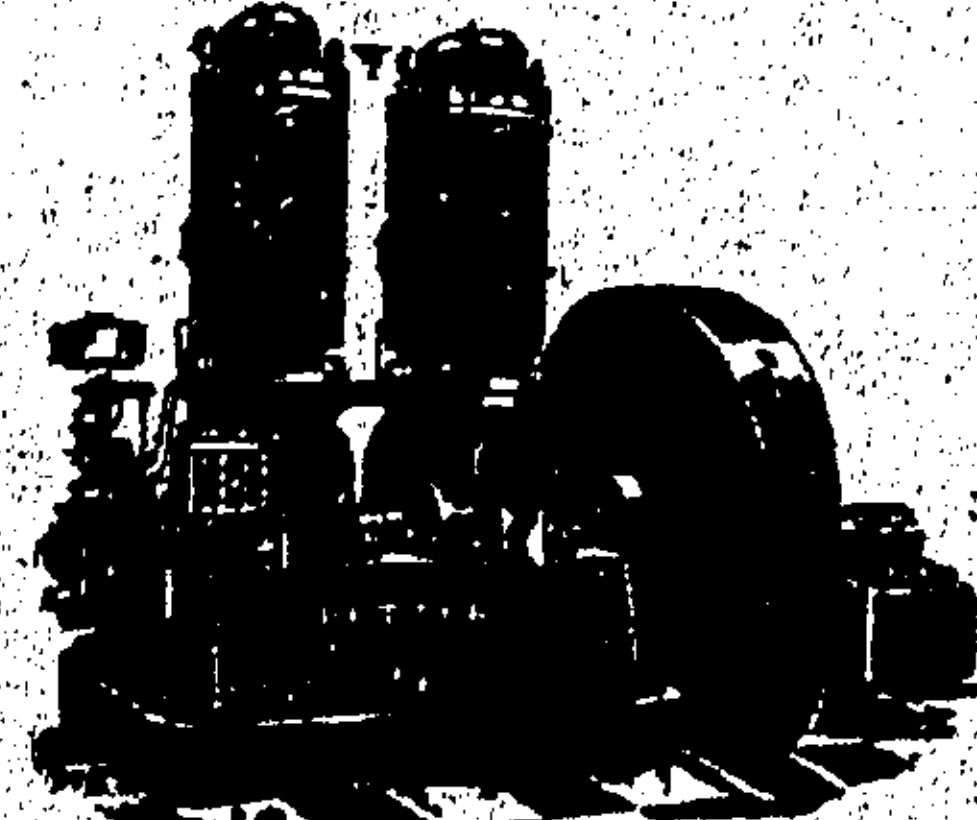
A STANDARD SERIES

FOR WORKING ON CRUDE &

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

100 B.H.P. VICKERS-PETTER USE FROM
SEMI-DIESEL LAND TYPE ENGINE.

10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,

14, DESH VEGE ROAD CENTRAL, HONGKONG.
Sole Agents for Hongkong & South China.

COMMERCIAL.

OPENING QUOTATIONS.

		May 16th
ON LONDON.—	Telegraphic Transfer	4-1
	Bank Bills, on demand	4-1
	Bank Bills, at 30 days sight	4-1
	Bank Bills, at 4 months sight	4-1 1/2
	Credits, at 4 months sight	4-2 1/2
	Documentary Bills, 4 months sight	4-2 1/2
ON PARIS.—	Bank Bills, 4 months sight	4-1 1/2
	Bank Bills, on demand	4-1 1/2
	Credits, 4 months sight	7350
ON NEW YORK.—	Bank Bills, on demand	77 1/2
	Credits, at 60 days sight	80 1/2
ON BOMBAY.—	Telegraphic Transfer	199
	Bank Bills, on demand	nom.
ON CALCUTTA.—	Telegraphic Transfer	192
	Bank Bills, on demand	nom.
ON SHANGHAI.—	Bank Bills, at sight	nom.
	Private, 30 days sight	nom.
ON YOKOHAMA.—	On demand	150
ON MANILA.—	On demand—Pesos	150
ON SINGAPORE.—	On demand	150
ON BATAVIA.—	On demand	189
ON HAIPHONG.—	On demand	nom.
ON SAIGON.—	On demand	nom.
ON BANGKOK.—	On demand	nom.
	SOVEREIGNS, Bank's Buying rate	\$ 4.85 D.
	Gold LEAF 100 fine, per tael	\$38.00
	SILVER per oz.	58 1/2
SUBSIDIARY COINS.		Per cent.
Hongkong ...	20 cents piece	\$0.00 Discount
Hongkong ...	10	0.43
Canton ...	30	0.65
Canton ...	10	0.00 Premium

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 16th.

	Previous On Date	On Date
	Day	at
	at 3 p.m.	6 a.m.
Barometer	29.73	29.74
Temperature	86	76
Humidity	82	97
Wind Direction	East	East
Force	0	0
Weather	0	0
Rain	0	0.6

Highest open air Temperature on 15th ... 81

Lowest open air Temperature on 16th ... 76

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE.

Chief Manager.

Hongkong, November 2nd, 1919.

THE BANK OF TAIWAN LIMITED (TAIWAN GIKKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... Yen 50,000,000
Capital (Paid-up) ... 37,500,000
Reserve Funds ... 7,030,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gimn, Kagi, Kankou, Keelung, Makung, Nanto, Fusan, Shichihui, Taichu, Tainan, Takow, Tamsui, Toiyen, Ake.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BRANCHES: LONDON, COUNTY, WESTMINSTER AND PARI'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Korea, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager.

HONGKONG BRANCH, 4, Des Vaux Road, Central, Hongkong, November 1st, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorized Capital ... £1,500,000
Subscribed ... 1,500,000
Paid-up ... 750,000
Reserve Fund & Best ... 846,000

The Bank of England.

THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

Bombay Hongkong Kuala Lumpur Rangoon Calcutta Howrah Madras Shanghai Colombo Kandy New York Singapore Delhi Karachi Penang Galle Kota Bharu Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, April 30th, 1920.

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 50,000,000

Chairman of the Board of Directors: André Berthelot.

General Manager: A. J. Pernotte.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:
Lyon Hongkong Yunnanfu
Marseilles Hanko Vladivostok
Peking Shanghai Foochow
Tientsin Canton Swatow
Haiphong Yokohama
New York London Antwerp

BANKERS: IN FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

IN LONDON: London Joint City & Midland Bank, Ltd.

IN NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL, Manager.
Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital ... \$2,000,000.00

Reserve Fund ... 200,000.00

Directors:

Mr. Fong Wai Tiao, Chairman.

Mr. Chow Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yau Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Lank.

Chief Manager: Kan Tong Po, Esq.

Asst. Manager: L. Tso Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposits Account at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum.

For 6 months at the rate of 4 per cent. per annum.

For 12 months at the rate of 5 per cent. per annum.

K. K. YONG PO, Chief Manager.

Hongkong, February 12th, 1920.

THE BANK OF CHINA 行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$80,000,000.00
Paid-up Capital ... 12,378,800.00
Reserve Funds ... 2,187,400.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20-21, Canton Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers: The National Provincial and Union Bank of England, Ltd.

New York Bankers: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months ... 3% per annum.

For 6 months ... 4% per annum.

For 12 months ... 5% per annum.

BUSINESS 1st Manager.

Hongkong, February 6th, 1920.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1823.

HEAD OFFICE: LONDON.

Paid-up Capital ... £2,000,000

Reserve Fund ... £2,000,000

Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. CHOCKATT, Manager.

Hongkong, March 27th, 1920.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

HEAD OFFICE: 4, Des Vaux Road Central.

Hankow Branch: Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

T. YUANG LY, Manager.

Hongkong, July 7th, 1919.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds ... \$1,500,000

Silver ... \$22,000,000

Reserve Liability of Proprietors \$15,000,000

Court of Directors:

Hon. Mr. E. V. D. Parris—Chairman.

A. H. Courros, Esq.—Deputy Chairman.

G. M. Dowell, Esq., Hon. Mr. J. Johnston, G. T. M. Eddings, Esq., A. O. Lang, Esq., A. S. Gubbay, Esq., W. L. Farnham, Esq., Hon. Mr. P. E. Holyoak, J. A. Plummer, Esq.

Chief Manager: Hongkong—N. J. STABE, Esq.

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER & PARI'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local CURRENCY and Sterling on terms which will be quoted on application.

N. J. STABE, Chief Manager.

Hongkong, May 10th, 1920.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

HEAD OFFICE: 15, Rue de la Harpe, Paris.

Capital ... Frs. 4,000,000

Reserves ... 6,000,000

BRANCHES AND AGENTS:

Bangkok Hongkong Saigon

Batavia Hongkong Shanghai

Canton Hongkong Singapore

Hankow Hongkong Tientsin

Harbin Hongkong Yokohama

Hanoi Hongkong Vladivostok

BANKERS:

FRANCE: Comptoir National d'Escomptes de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.

Correspondents in all principal ports.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BEHINDOAGUE, Manager.

Hongkong, December 1st, 1919.

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